THE JOURNAL OF FERRARI HISTORY

CAVALLINO 147

U.S.: $7.00/JUNE/JULY 2005

The ex-Scuderia Serenissima
1961 Ferrari 250 GT "Breadvan" Berlinetta
Chassis no. 2819 GT
Estimate: $3,500,000-5,000,000 (*insert*)

1965 Ferrari 1512 F1 Single Seater
Chassis no. 0008
Estimate: $1,000,000-2,000,000 (*main*)

Auction
18 August 2005

Viewing
15-18 August 2005

Consignment Deadline
15 June 2005

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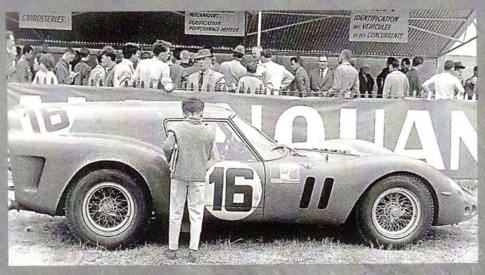

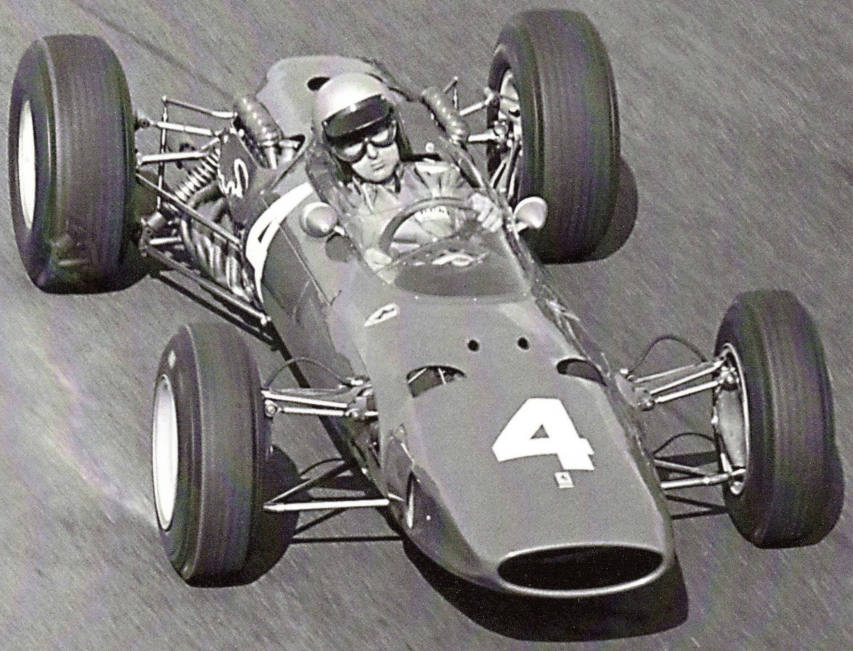

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ECCO

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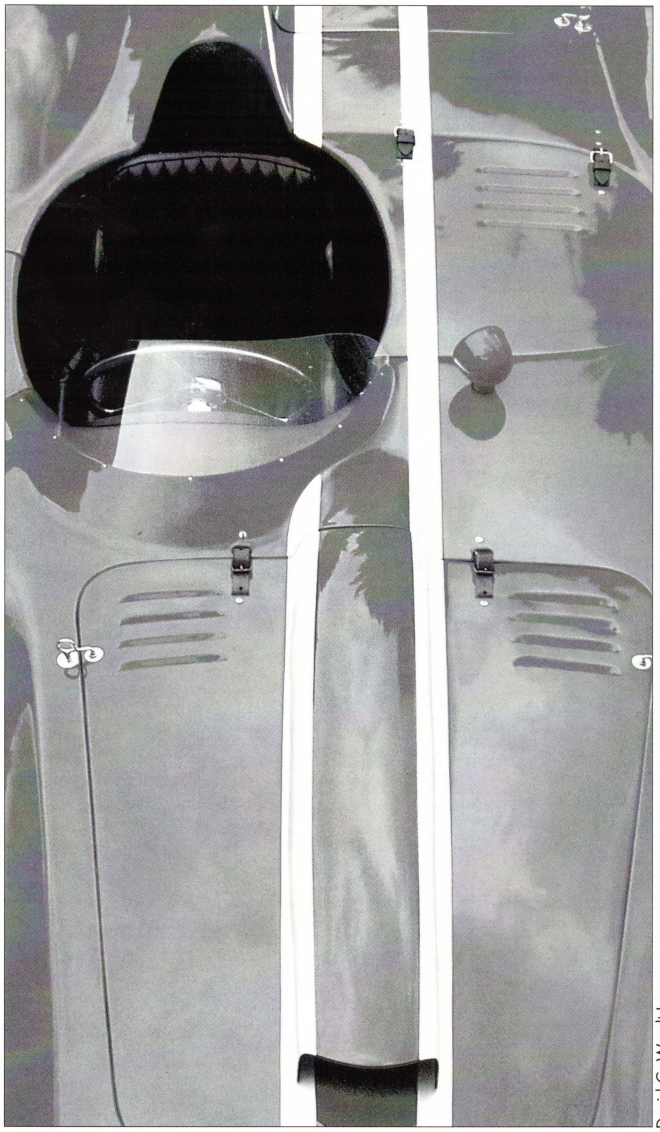
NUMBER 147 • JUNE/JULY 2005



David C. Wendt Image

2	**ECCO:**	• You are here, at the beginning: below is what we have for you in this issue number 147.
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6	**LETTERE:**	• Many comments from your fellow readers.
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20	**CORSE:**	• Ferrari is off to a rough start with the F2004M. Reports on Australia, Malaysia, Bahrain, and San Marino, where things improved with the F2005. Some great racing. • GT Ferraris are soon at the head of the field. Another banner year awaits. Reports on both series from Competition Editor Keith Bluemel.
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	COVER:	• The 410 Sport, s/n 0592 CM, photographed in Pennsylvania by David C. Wendt.

In Memoriam
Enzo Ferrari
1898-1988

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CALENDARIO

WHERE FERRARIS CAN BE FOUND IN 2005

2005

JUNE

5/30-5:	17th Giro di Sicilia, Palermo, Circuit Madonie, Sicily, Italy	39-091-522090	www.girodisicilia.com
5:	Greenwich Concours Europa, Greenwich, CT	203-661-1669	www.greenwichconcours.com
10-12:	Grand-Am, 6 Hours of the Glen, Watkins Glen International, Watkins Glen, NY	386-947-6681	www.grandamerican.com
12:	Grand Prix of Canada, Circuit Gilles Villeneuve, Montreal, Canada	514-350-4731	www.grandprix.ca
18-19:	24 Hours of Le Mans, Le Mans, France	33-2-43 61 68 24	www.lemans.org
18-19:	Italia a Zandvoort, Zandvoort, Holland		www.circuit-zandvoort.nl
19:	Grand Prix of the United States, Indianapolis Motor Speedway, Indianapolis, IN	317-492-6700	www.my.brickyard.com
19-23:	Ferrari Club of America 2005 International Meet, Indianapolis, IN		www.fca2005.com
24:	Bonhams Auction, Goodwood Festival of Speed, Chichester, England	44-20-7393-3900	www.bonhams.com
24-26:	Ferrari Festival, Le Circuit Mont-Tremblant, Mont-Tremblant, Canada	800-517-5725	www.lecircuit.com
24-26:	Ferrari Historic Challenge, Le Circuit Mont-Tremblant, Mont-Tremblant, Canada	201-816-2681	www.ferrari.it
24-26:	Spa Ferrari Days, Spa-Francorchamps, Spa, Belgium	32-2-287-0911	www.spa-francorchamps.be
24-26:	Ferrari Maserati Historic Challenge, Spa-Francorchamps, Belgium		www.ferrari.it
24-27:	Le Bella Macchina d'Italia. Skytop Lodge & Pocono Raceway, Long Pond, PA	717-394-7218	www.italiancarsatpocono.com
25-26:	11th Goodwood Festival of Speed, Goodwood House, Chichester, England	44-1243-755 000	www.goodwood.co.uk
26:	Palo Alto Concours d'Elegance, Stanford, CA	650-961-5444	www.paconcours.com
26:	FIA GT Championship, Brno, Czech Republic	44-207-259-2598	www.fiagt.com
28:	Sotheby's At Ferrari, Logistics Building, Maranello, Italy	44-207-293-5000	www.sothebys.com
28-29:	Grand Prix de l'Age d'Or, Montlhery, France	33-1-45 11 11 11	
29-30:	Grand-Am, Paul Revere 250, Daytona Intl. Speedway, Daytona Beach, FL	386-947-6681	www.grandamerican.com

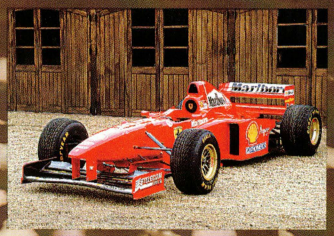
JULY

2-3:	Ferrari Owners Club UK Concours d'Elegance, Boughton House, Kettering, England		www.ferrariownersclub.co.uk
3:	Grand Prix of France, Circuit de Nevers, Magny-Cours, France	33-386-218 000	www.magnyf1.com
4:	ALMS, Lime Rock Park, Lakeville, CT	706-654-2983	www.americanlemans.com
7-9:	Ferrari Maserati Historic Challenge, Lime Rock, CT	201-816-2681	www.ferrari.it
8-9:	Sommet des Legendes, Le Circuit Mont-Tremblant, Mont-Tremblant, Canada	800-517-5725	www.lecircuit.com
8-10:	1,000 Km of Monza, Monza, Italy. Le Mans Endurance Series	33-1-42 57 84 02	www.lmes.net
9-10:	Classic Endurance Racing, Monza, Italy	33-1-42 59 73 40	www.tour-auto.com
10:	Grand Prix of Britain, Silverstone, England	44-1327-850 211	www.octagonmotorsports.com
10:	Italian Car Festival, Canton, OH	330-363-5055	lcontie@aultman.com
17:	ALMS, Infineon Grand Prix, Sears Point Raceway, Sonoma, CA	706-654-2983	www.americanlemans.com
19-23:	12th Ennstal Classic, Grobming, Austria	43-3572 47429	www.ennstal-classic.at
21-22:	12th Annual Ferrari Track Days, Uwe Meissner, Nürburgring, Germany	49-2653-8018	www.modena-motorsports.de
24:	Grand Prix of Germany, Hockenheim, Germany	49-6205-9500	www.hockenheimring.de
24:	26th Annual Concours d'Elegance at Cranbrook Hall, Bloomfield Hills, MI	248-645-3497	
29-31:	Grand-Am, Barber 250, Barber Motorsports, Birmingham, AL	386-947-6681	www.grandamerican.com
31:	ALMS, Portland International Raceway, Portland, OR	706-654-2983	www.americanlemans.com
31:	FIA GT Championship, Spa-Francorchamps, Spa, Belgium	44-207-259-2598	www.spa24hours.com
31:	Grand Prix of Hungary, Hungaroring, Hungary		www.hungaroinfo.com/formel1

AUGUST

5-7:	Ferrari Historic Challenge, Road America, Elkhart Lake, WI	201-816-2681	www.ferrari.it
6-7:	32nd Oldtimer Grand Prix, Nürburgring, Germany		www.avd.de
7:	Meadow Brook Concours d'Elegance	248-269-7672	www.meadowbrookconcours.org
9:	Bonhams Auction, Oldtimer Grand Prix, Nürburgring, Germany	41-22-300-3160	www.bonhams.com
11-12:	Grand-Am, Watkins Glen 250, Watkins Glen Intl. Raceway, Watkins Glen, NY	386-947-6681	www.grandamerican.com
11-13:	1,000 Km of Silverstone, Silverstone, England. Le Mans Endurance Series	33-1-42 57 84 02	www.lmes.net
12-14:	Ferrari Maserati Historic Challenge, Nürburgring, Germany		www.ferrari.it
13-14:	Classic Endurance Racing, Silverstone, England	33-1-42 59 73 40	www.tour-auto.com
16-17:	Monterey International Automobilia Expo, Monterey, CA	831-659-5335 fax	singer356@aol.com
18:	Pebble Beach Tour, Pebble Beach, Carmel, etc., CA	831-659-0663	www.pebblebeachconcours.net
18:	Christie's Auction of Fine Cars, Monterey Jet Center, Monterey, CA	831-372-0909	www.christies.com
19:	Concorso Italiano, Black Horse Golf Course, Seaside, CA	425-688-1903	www.concorso.com
19:	Cavallino Classic at Concorso Italiano, Black Horse Golf Course, Seaside, CA	561-994-1345	www.cavallino.com
19:	The Quail 2004, Quail Lodge, Carmel Valley, CA	877-734-4628	www.quaillodge.com
19:	Bonhams Auction, Quail Lodge, Carmel Valley, CA	415-861-7500	www.bonhams.com
19-20:	RM Auctions, Monterey Sports Car Auction, Monterey, CA	800-211-4371	www.rmauctions.com
19-21:	Rolex Monterey Historic Automobile Races, Laguna Seca Raceway, Monterey, CA	805-686-9292	www.montereyhistoric.com
21:	55th Annual Pebble Beach Concours d'Elegance, Pebble Beach, CA	831-659-0663	www.pebblebeachconcours.net
21:	Gooding & Co. Auction, at Pebble Beach Concours d'Elegance, Pebble Beach, CA	310-899-1960	
21:	Grand Prix of Turkey, Istanbul, Turkey		

1967 FERRARI 412P
CHASSIS 0850



1997 FERRARI F310B

1961 FERRARI 250 SWB
CHASSIS 2807

A sample of the prominent cars that have recently been handled by Duncan Hamilton & Co Ltd

1967 FERRARI 330 GTS
CHASSIS 10113

1972 FERRARI DAYTONA
SPYDER. CHASSIS 14413

1966 FERRARI P2/3
CHASSIS 0826

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Duncan Hamilton at the wheel of his D-Type Jaguar during the 1958 TT, Goodwood

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LETTERE

READER HELP REQUESTED...

Dear *Cavallino*,

Enclosed is a photograph of a Ferrari 250 GT Coupe by Pinin Farina, pictured in around 1958/60 by my grandfather near his garage in Oosterbeek, Holland.

I can give the following specific details of the car: Reg. No is AA 9999, and there is a white oval decal on the rear windscreen with a black "S", indicating that this is a Swedish car (?). It also has a badge on the front grill, which says "Automobil Klubben Kungliga." Finally, on the front wings above the PF badges, there is a decal which looks like a two leafed clover.

Perhaps there are one or two knowledgeable readers who can identify the car and the persons next to it.

Thank you in advance.

Kind regards,
Phillip C. Leemans
Den Haag, Holland

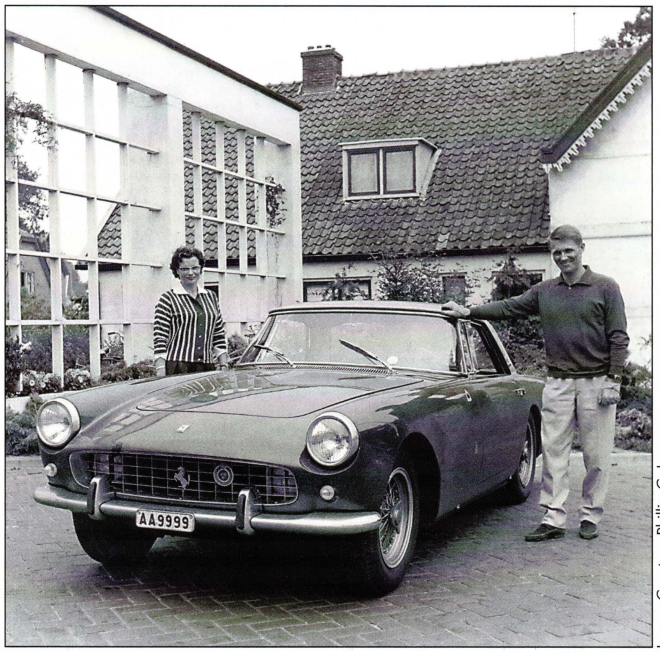


Image Courtesy Phillip C. Leemans

Left, does anyone have information on this lovely 250 GT PF Coupe for Mr. Leemans, pictured here in Holland in the era of 1958 to 1960.

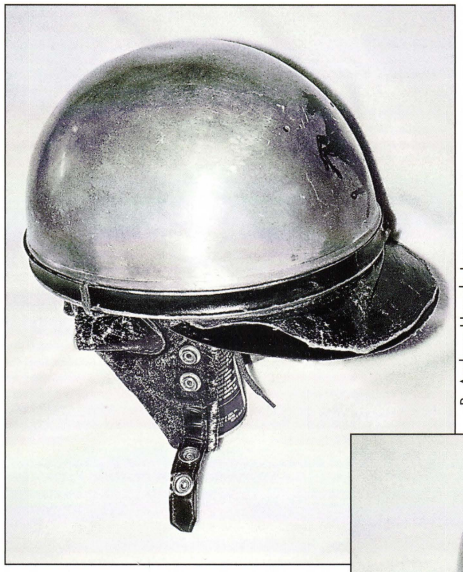
Dear *Cavallino*,

Hello. I hope one or more of your astute readers can help me identify a unique piece of Ferrari racing history. Please find enclosed photos of a 1950s or early 1960s racing helmet. I recently acquired this piece at an auction. Unfortunately, the owner did not have much information regarding the helmet. I was told: "The helmet came out of Monaco and was owned by a collector in France for many years." Neither of these claims can be verified or documented at this time.

With my limited period Ferrari resources, I have been unable to determine which driver wore this helmet. I'm desperately hoping someone will be able to shed some light on this mystery. The helmet has quite a bit of wear, and was clearly used numerous times, perhaps over a few race seasons. A few details that may help: the chin strap is a snap-type, not buckle, the sewn in label says: "Manufrance, Saint-Etinee" (?) and "Casque Moto NF." Clearly, a name or even some initials would have been an enormously helpful clue. So, any ideas, thoughts or comments would be deeply appreciated.

Happy motoring.

Sincerely,
R. Andrew Herrala
Ovid, NY



R. Andrew Herrala Images

Left and below, does anyone have information on this interesting and well used old style helmet for Mr. Herrala, bought at auction recently? Some old photo must have a driver with a helmet of this type with the large and distinctive prancing horse.

REGARDING FERRARI 512 M S/N 1034...

Dear *Cavallino*,

In your issue 144, Mr. Marcel Massini offers his update on your Monterey Historics issue. My car was raced in that event and mentioned in Mr. Massini's letter. I own the Ferrari 512 M, vin #1034. I acknowledge that this car was never originally a 512 M, but rather a 512 S. This car raced only once, at Le Mans 1970. The car was involved, along with three other Ferrari 512s, in an accident near Maison Blanche and retired. Mr. Massini's statement that this car was "destroyed completely at Le Mans in 1970" is not true. Clay Regazzoni was able to drive the car into the pits and it was retired. It did not burn and was running.

#1034 was a factory car and Ferrari broke up the car for parts. The position that the car was totally destroyed is false and ridiculous if you think about it. Ferrari was in business to sell these cars, and the 512 S & M models continued to be sold and serviced after Le Mans. Is it Mr. Massini's contention that this car was truly "destroyed completely" when it did not burn, or would he have us believe that Ferrari took this car and threw away the running components? I don't think so.

My car was constructed using the original engine, gearbox, driveline elements, steering rack, suspension components and the original chassis plate. It incorporates all that remains of #1034 and no other known parties are in possession of any other components of, or claim ownership in, this car. My car is currently in 512 M configuration, rather than "S", which is a common modification of many other 512s. After all, the "M" stands for "modified". I would love to have the car inspected by Ferrari to confirm my position. My car is the real thing except for the frame. The original frames weren't even made by Ferrari. If this was any other make of car, there would be no controversy concerning its authenticity. Can anyone identify for us which McLaren Can Am cars or Lola T-70s have not been re-tubed or re-chassied? I have owned and driven both makes and know that chassis replacement is the rule and not the exception.

With regard to Ferrari 512 #1034, it did not disappear into

►

LETTERE

the vapors. All that remains of the car is with me, running as Ferrari 512 M, #1034. Call it a recreation if it makes people feel like their car is worth more (isn't that what we are really talking about?), but please acknowledge that you do not know as a fact the car is not as I represent it to be.

Why is it that so many people would rather believe the car evaporated rather than it was broken for parts and rebuilt? Which scenario is more likely?

Sincerely,
William R. Cotter
Seattle, WA

Dear *Cavallino*,
Dear Mr. Cotter,

In reply to your letter dated 14th February 2005 to *Cavallino* magazine concerning Ferrari 512 chassis s/n 1034, I would like to offer the following response. You were unhappy because I described your Ferrari chassis s/n 1034 as a reconstruction. Please consider the facts:

During the 24 hours of Le Mans on Saturday 13th June 1970, shortly after 7:00 pm, the following four Ferrari 512 S, all in berlinetta long tail configuration, were involved in a multiple car crash near Maison Blanche:

Chassis s/n 1008, driven by Reine Wisell, on race number 14, entered by Scuderia Filipinetti;

Chassis s/n 1016, driven by Mike Parkes, on race number 15, entered by Scuderia Filipinetti;

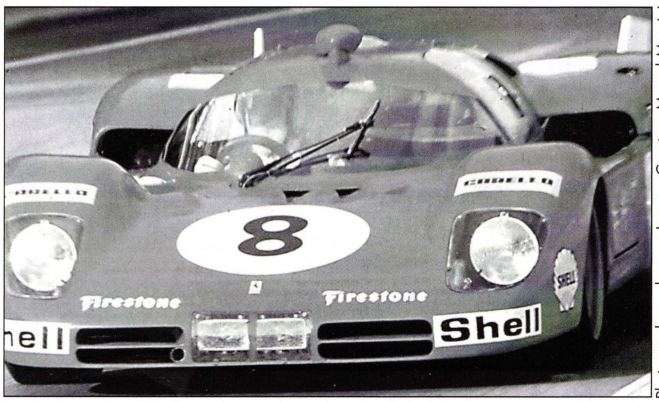
Chassis s/n 1026, driven by Derek Bell on race number 7, entered by Scuderia Ferrari;

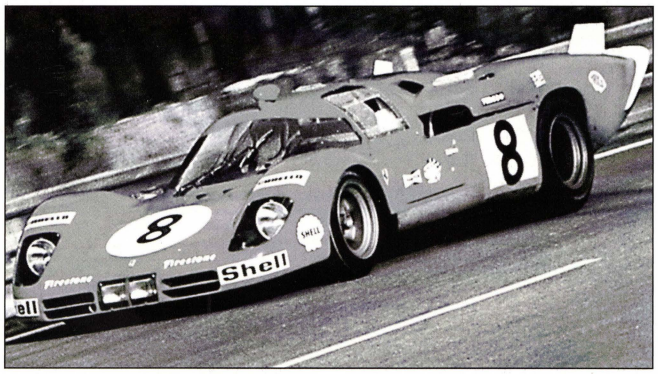
Chassis s/n 1034, driven by Clay Regazzoni on race number 8, entered by Scuderia Ferrari.

Reine Wisell in s/n 1008 had slowed because he was having trouble seeing through his oil-covered windscreen. Derek Bell, in s/n 1026, had swerved and just managed to miss him, but Regazzoni in s/n 1034, who was following close behind in the third 512, couldn't avoid the Swedish driver and piled into him at very high speed. After sending Wisell spinning down the track, Regazzoni's car, s/n 1034, mounted the guardrail for a bit, then came back onto the circuit, at which point Mike Parkes in s/n 1016 arrived on the scene and belted both cars, his catching fire in the process. Corner workers quickly extinguished the blaze and Parkes was able to continue on to the pits in a much bedraggled state, but in one fell swoop four Ferrari 512s were out of the race, three of them very badly damaged. According to several magazine reports, it appears that Regazzoni was NOT able to drive s/n 1034 back into the pits.

At Le Mans, chassis s/n 1034 was equipped with engine number 21 and gearbox number 4. Eight days after Le Mans, on the 22nd of June 1970, the wrecked s/n 1034 re-entered the Ferrari factory, where it was totally disassembled. Because the original engine number 21 had only been run for three hours at Le Mans, it was then installed by the Factory into 512 chassis s/n 1010, and on the 7th November 1970 won the 9 Hours of Kyalami in South Africa. To the best of my knowledge, the Factory never sold chassis s/n 1034. Bits and pieces of the original 512 S s/n 1034 remained with Gaetano Florini at the Factory's *Assistenza Clienti* in Viale Trento Trieste in downtown Modena. Engine and gearbox swapping was an absolutely normal routine at Maranello and Modena. During the 1970 race season, some of the Scuderia Ferrari (GES) cars used up to five different engines and six different gearboxes.

Meanwhile, Roberts Harrison of St. Davids, PA, had been one of the backers of Kirk F. White, who ran the famous Sunoco blue 512 M, s/n 1040, in 1971. Harrison and Penske obtained from the Factory a number of spare parts. These were all stored at Phil Reilly's shop in California, while Steve Griswold restored s/n 1040 in Berkeley. In August, 1986, Swiss collector Peter Heuberger acquired the Sunoco 512 M, s/n 1040, from Harrison and included in the deal was a large pile of 512 M parts. Following the arrival of the container with Sunoco s/n 1040 and all the surplus 512





Photographer unknown; Images Courtesy Marcel Massini

Several images of the 512 S, s/n 1034, at Le Mans in June of 1970, in the pits before the race, and on track before its fateful meeting with three other 512s.

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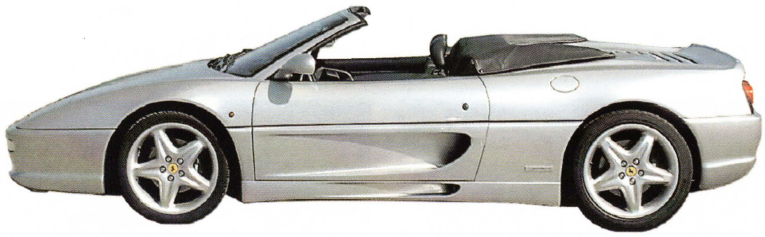

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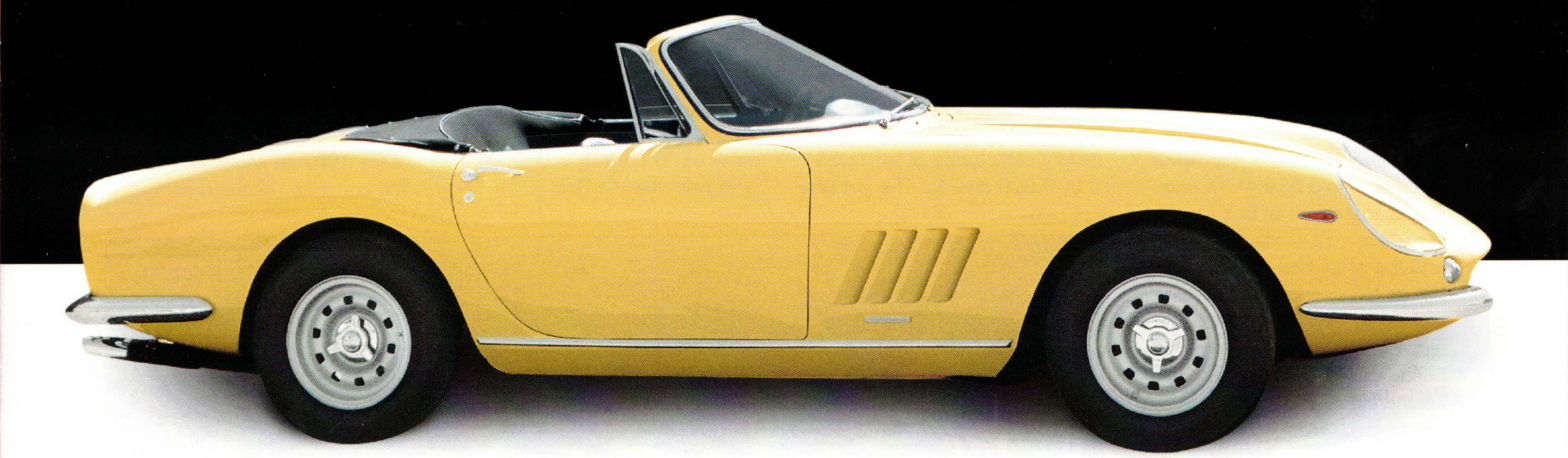

THE 1967 FERRARI 275 GTS/4 NART SPYDER PROTOTYPE

- **First NART Spyder produced, 1 of 2 alloy bodied**
- **Featured in *The Thomas Crown Affair* with Steve McQueen**
- **Finished second in class at the 1967 12 Hours of Sebring Race**

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LETTERE

parts in Switzerland, new owner Heuberger decided to have another 512 M built in England. He commissioned Bob Houghton, and it appears that a new chassis frame was constructed by Church Engineering. Heuberger and Houghton had no frame, no body and no windscreen. All that, in addition to many other parts, had to be reconstructed.

As far as I know, the Factory never rebuilt the damaged s/n 1034 and this 512 S was never modified into a 512 M. During the reconstruction at Bob Houghton's, Peter Heuberger sold the unfinished project to Heiner Wiesendanger, a Swiss real estate developer. Once the reconstructed s/n 1034 was finished, Wiesendanger sold it to Roland Hächler, also in Switzerland. From there it went to Pierre Fandel in Bitburg, Germany, and later on to the USA.

The Factory listing of all the 512s, also published on page 8 of *Cavallino* magazine, issue number 74 of April 1993, says for chassis s/n 1034: "GES – distrutta – Le Mans." This translates into "Gestione Sportiva (GES = Scuderia Ferrari Factory car), destroyed at Le Mans." It is my understanding that the Factory considers an original chassis frame as the most important part of an authentic car.

I described s/n 1034 in its present state as a "reconstruction." This was also based on the following facts: The original frame s/n 1034 no longer exists and was never sold by the Factory. In 1987, [famous and respected automotive journalist] Denis Jenkinson attempted to sort out the real from the unreal and published a perfect glossary of terms.

The definition of "Re-construction" was described by the late Jenks as follows: "This can stem from a single component, or a collection of components from a variety of cars, but usually there is very little left of the original racing car, except its history and its character. From these small particles a complete new car is built, its only connection with the original car being a few components and the last-known pile of rust left over when de-composition set in."

Jenkinson's definition for "Destroyed" is: "A simple enough word that applies to a racing car that has been involved in an accident or fire in which no tangible components are left in recognizable shape or form."

And for the term "Broken up," he says: "If a factory records that a car has been broken up, it should mean exactly that. It has gone for good."

A genuine and authentic 512 S or 512 M with Le Mans race history costs today at least US$ 2,000,000 and up. The last time I saw the reconstructed s/n 1034 advertised, the asking price was US$ 650,000. A price also reflects the authenticity or non-authenticity of a 512. Speaking of value, I can assure you that it was certainly never my intention to devalue your car. And I strongly support your idea of having the Ferrari Factory in Maranello inspect your automobile. After all, THEY should know what it really is.

Sincerely yours,
Marcel Massini
Bern, Switzerland

REGARDING P3s & P4s...

Dear *Cavallino*,

I just received *Cavallino* 145 and, as always, it is a thoroughly enjoyable read.

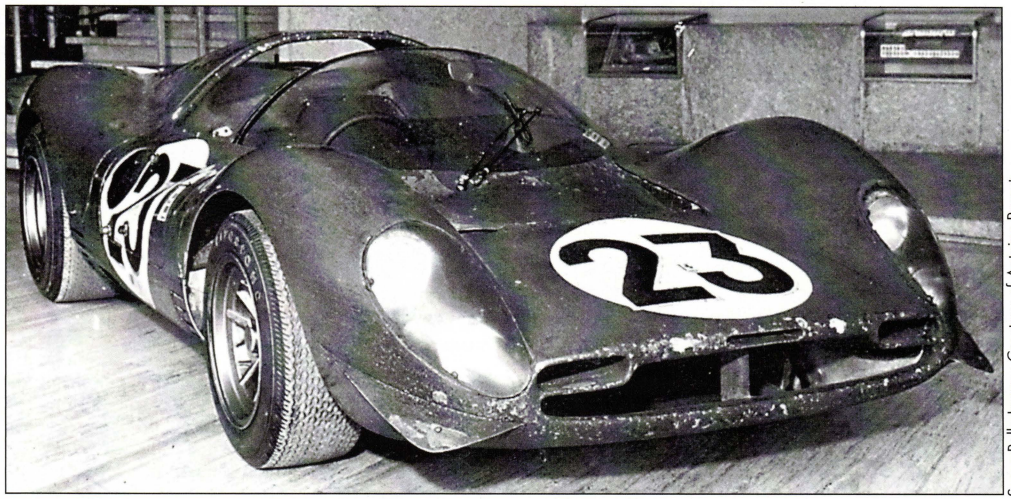
I do have a few thoughts and comments on Alan Boe's article on the 330 P4, s/n 0856. In the article, Mr. Boe states that there were four P4s built for the 1967 season. I believe that there were only three P4s, and one Factory entered 330 P3/4 that was converted from a 1966 P3. This excludes the Factory supported private entries that were also called 330 P3/4, or 412 Ps.

The one 330 P3/4 that is often confused as a 330 P4 is s/n 0846*. This chassis raced in 1966 at Sebring, the Targa Florio and Le Mans, and failed to finish in each event. In late 1966, s/n 0846 was used as the development car for the 330 P4. It kept the 330 P3 chassis, although it was modified to accommodate the new P4 engine, transaxle and modified bodywork for the larger wheels and tires. This was the car that Ferrari, with the help of the new Firestone sponsorship, took to Daytona in December of 1966 for testing. Amon and Bandini then raced s/n 0846 in the 1967 Daytona 24 Hours and won. Vaccarella then crashed s/n 0846 at the Targa Florio event. The car was repaired and raced by Amon and Vaccarella at the 1967 Le Mans 24 Hours. The car retired in the evening when Amon had a flat tire and the car caught fire and was partially destroyed**.

Although commonly called a P4, s/n 0846's bodywork is different from the three 1967 P4 chassis. The P4 has two small vents on either end of the nose opening, and s/n 0846 has a single vent in the center, as do the P3s and 412 Ps. In addition, the shut line of the rear panel along the side of the car on the P4 is a couple of inches higher than the lower edge of the door. On s/n 0846, as on the other P3 and 412 Ps, the shut line of the rear panel is even with the lower door edge. Also, s/n 0846 is the only car in the entire series of 330 P3, 330 P4 and 412 P that spent its entire racing career as a spyder.

In my research of the 330 P4s, I contacted Ing. Forghieri and asked what is the correct

Below, a great image of the 330 P3/P4, s/n 0846, after its memorable win at Daytona in 1967, still with paint chips and all.



Serge Bellu Image; Courtesy of Antoine Prunet

** Publisher note: Readers should know that there is presently a great deal of controversy over the current car that carries the s/n 0846. The car is presently under discussion between the owner, the Factory, and a large group of experts. It is not our intention here to enter this controversy. This letter is simply presented as a clarification of what s/n 1046 was, and other "P" cars were, at the time they were racing.*

*** Publisher's note: At the present time, the Factory considers the original car destroyed.*

►

LETTERE

designation of s/n 0846. His response was that s/n 0846 was a 330 P3/4, or as Ing. Forghieri quoted it, a "bastard Ferrari" (see the attached letter that I sent to Ing. Forghieri and his e-mail response).

There are two other points in the article that need to be addressed. Mr. Boe refers to the 330 P4 as evolving from the 250 P (for *prototipo*). The reference that the P stands for prototypes is common; however, in the book "Legendary 250" published by the Galleria Ferrari Collection, there is the following quote in the section on the 250 P: "the 250 P was the first step, which was followed by various models all with a P (for 'posterior') in their name to indicate the position of the 'engine.'" As this is a Ferrari publication, I concluded that the P is not for prototype, but for the location of the engine.

My final point refers to the statement that s/n 0856 is the most original of the 330 P4. Depending on how picky one wishes to be, it is the only original 330 P4 left. The other two 330 P4 chassis (s/n 0858 and s/n 0860) were converted to 4.2 liter Can Am cars and renamed 350 Can Am. Chassis s/n 0858 still has its 350 Can Am bodywork and was up for auction by the IRS [since canceled]. After being purchased by Pierre Bardinon, the second of the 350 Cam Am (s/n 0860) had new 330 P4 spyder bodywork made, but kept the 4.2 liter Can Am engine. As the Factory never produced the 330 P4 in the spyder configuration with a 4.2 liter engine, s/n 0858 is not an original 330 P4. I know this is nitpicking, but if one wants to be completely accurate or just get a good argument started, then there it is, three 330 P4 built and one original P4 left.

As the history of Ferrari is researched and documented, it is important to keep the number of specific models produced correct, and I believe that there were only three genuine 330 P4s made and one completely original P4 remaining.

Best regards,
Bill Wagenblatt
Portland, OR

Dear Ing. Forghieri,

I am researching the Ferrari 330 P3/4 sports car, chassis number 0846, for the construction of a detailed scale model. I want to model the car as it was raced at the 1967 Le Mans 24 Hours. I have a few questions concerning the car that I hope you would be able to help me with:

1) The first is the body style. From my research, I have the opinion that chassis number 0846 was a 1966 330 P3 with the rear body section of the 1967 330 P4. The chassis and the rest of the bodywork is from the 1966 330 P3 style.

2) The transaxle/gearbox for the Le Mans race was the same as the 330 P4 cars and not the ZF gearbox that the 412 P cars used.

3) The 330 P3/4 chassis number 0846 used a 330 P3 chassis that was modified to have the 330 P4 engine installed.

4) The dimensions, such as wheelbase, are the same as the 330 P4 and is 2400 mm.

5) Could you describe the tools and equipment that were carried in the cockpit for the drivers to use in emergency? What was carried and how was it stored in the car?

6) What was the official Ferrari model number for this car in 1967? Was this car called a 330 P3/4, 330 P3/4S or a 330 P4?

I would greatly appreciate your assistance in answering my questions.

Sincerely,
Bill Wagenblatt

Dear Mr. Wagenblatt,

Trying to answer your questions:

1. Yes, the modification was done outside the factory.

2. Yes, I believe this is correct.

3. Probably, yes.

4. Yes. The database for the P4 was originally the same as the P3.

5. Usually a piece of light steel net and a small shovel.

6. From our side, the car was a bastard 330 P3/P4.

Best regards,
Mauro Forghieri

REGARDING S/N 0322 AM...

Dear *Cavallino*,

Thank you for the wonderful article on s/n 0322 AM, and especially for that sensational cover! The very best ever.

Please allow me to mention one minor correction: When Albert Obrist owned s/n 0322 AM he didn't have it restored by Medardo Fantuzzi (he was the father) but by son Fiorenzo Fantuzzi in Modena. The father, Medardo, died in July, 1986.

Keep up the good work and Forza Ferrari.

Marcel Massini
Bern, Switzerland

REGARDING THE MONDIALS...

Dear *Cavallino*,

Just received the *Cavallino* 146 and read Alan Boe's delightful, concise and detailed article on the four bangers.

I would like to talk about the page 56 summary of serials. I recognize my name in the contributor heading, but I must admit that a lot of information has come to light since the 1989/90 time frame, when I did the research for the first detailed article on the 500 Mondial Series II cars, which you published way back in issue 61. I am also remiss in not having submitted an updated article correcting the first one. However, with all of the fun and games played by Ferrari with swapping serials, swapping motors, various versions of the assembly data sheets, etc., it is highly likely that we will never sort out all of the details for certain.

The fact that the *tipo* 111 (500 Mondial Series II) motors and the *tipo* 119 (750 Monza) motors have identical motor mount dimensions facilitated motor swaps, of which several are documented on some data sheets. As a result, a given car may have been raced by the Factory one weekend as a 500 Mondial and the next as a 750 Monza, and eventually sold as a 500 Mondial. 0574 may fit this case. The converse may also be true, as in the case of s/n 0562, built and crashed as a 750 Monza and re-built/re-motored as a 500 Mondial SII. 0582 is another similar suspect.

Following Alan's article is a listing of 500 Mondials, and I currently do not agree with the following serials being included:

0446 (restamped 0556), which is the second of the 735 Sport models;

0560, which looks to have been a 750 from the beginning;

0576, which was a 750 which was crashed badly in its maiden outing by Sameiro in practice at the Oporto G.P. on 26 June 1955;

0590: no chassis for this serial, which is simply a repaired motor (internal number 5M) sold to Parravano as a spare when he bought s/n 0538.

I have difficulty deciding about s/n 0534, as the assembly data sheets seem to indicate that it was initially built as a 500 Mondial Series II in March 1955 for Bruno Sterzi, but was returned to the Factory for installation of a 750 Monza motor on 4 May 1955. I have not found any competition entries for Sterzi in this car, nor any entries as a two liter car.

Absolute precision for Ferrari historians may not be achievable.

Best regards,
Robert Phillips
Arlington, VA

If you have comments on anything in Cavallino, please feel free to send it in and we will publish it. Send to Cavallino, PO Box 810819, Boca Raton, FL 33481.

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Helmut Schnug Image

Marcel Massini Image

Images of the restored 250 GT Competition Lusso, s/n 5367 GT, at the 2004 Modena Cento Ore Classic. See attached history.

Marcel Massini Image

Helmut Schnug Image

REGARDING THE 250 GT LUSSO...

Dear *Cavallino*,

I write with regards to the 250 GT Lusso chassis s/n 5367 GT that you commented on in *Cavallino* 143 in your report of the Modena Cento Ore.

As you stated, you were unsure of this car's racing history but as many of your readers may be aware, this car led a very full life in the 1964-65 season.

Originally exhibited by Ferrari at the 1964 *Geneva Salon de l'Automobile*, it was purchased direct from the display stand by Charles Müller. Mr. Müller's intentions were clear from the outset and got straight to work in modifying 5367 GT for competition work.

The modifications were carried out by the Swiss Ferrari importer Peter Monteverdi, who under Müller's instruction fitted six Weber 38 DCN1 twin choke carburetors and developed camshafts to that of 250 GTO specification; this is one of three such Lussos to receive modifications in period.

Müller's target for the year was the arduous Tour de France in September but did some preparation for the event, firstly in the ACS Cup event at Monza, then in the Freiburg-Schauinsland mountain climb in Germany on August 9, 1964. Entered by the Scuderia Sant'Ambroeus team of Milan, wearing race number 62, the Lusso finished a very commendable second in class.

The following week, the car was returned to Switzerland for the European Mountain Championships at Sierre-Montana Crans, where Müller set the fourth fastest time in his class.

The following month saw the 13th Tour de France Automobile, where the car was fitted with four additional driving lights and a lower ratio final drive (wearing race number 167). This event covered some 6000 km on tricky road sectors and even more demanding track sections at Reims, Pau, Clermont-Ferrand, Rouen-les-Essarts, the Cognac Aerodrome, Albi and Le Mans. Special sections were also included at the hill climb venues of Wildenstein-Bramont, du Tourmalet, Col d'Aubisque, Mont Ventoux and others. This physically draining rally saw Müller, partnered by fellow Swiss gentleman Heini Walter, bring s/n 5367 GT thirteenth [?] in class and twenty fourth overall. Not really a bad performance by what was not intended to be a competition model.

The car, painted blu sera metallizzato with a red and white stripe along the driver's side, was replaced by the familiar Rosso Corso after competing in some of the more minor events. Müller kept the car until the late 1980s, when it was sold to its second owner who despite his intentions never got to restore the car. However, when the car was passed on to its third owner, it was entrusted to Edi Wyss Engineering, who restored and rebuilt the V-12 engine. In the back end of 1999, the car was returned to its original color scheme and sold at auction in 2002.

Many thanks for a truly informative and interesting publication.

Kind regards,
Paul Harris,
Wales, England

Monterey

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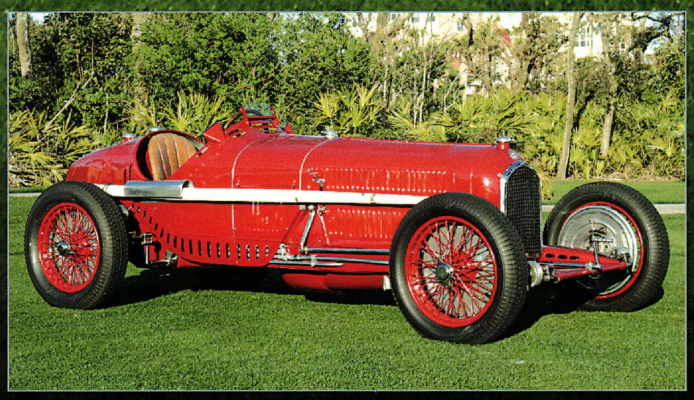
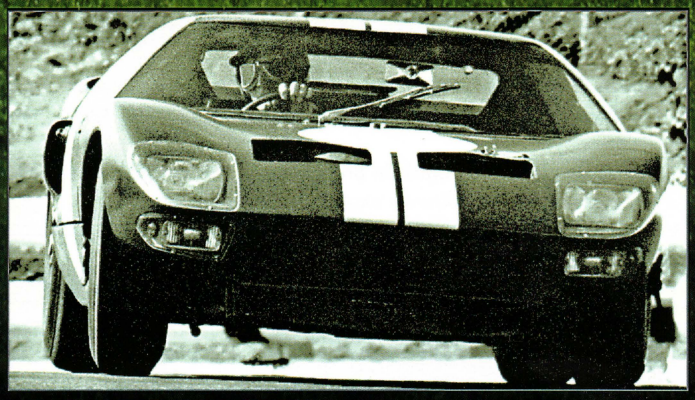


1932 ALFA ROMEO TIPO B (P3) MONOPOSTO
CHASSIS NO. 5006



1964 FORD GT 40 PROTOTYPE
Photo Caption: Ken Miles test driving at Shelby America

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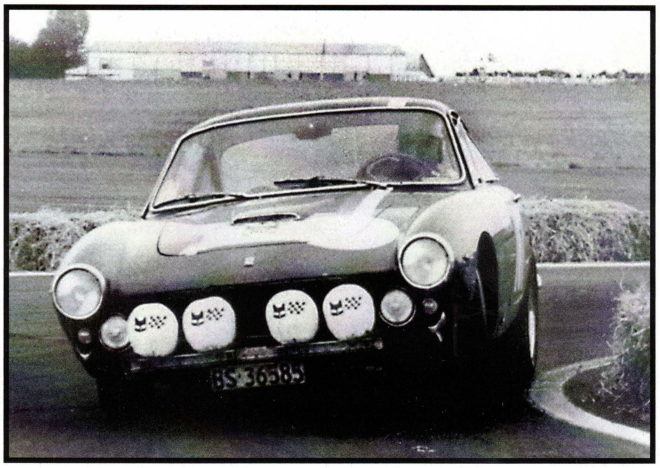
Above, the 250 GT Competition Lusso, s/n 5367 GT, at the Ollon-Villars Hillclimb in August of 1964, with Charles Müller driving.

Images Courtesy Marcel Massini

Above, Heini Walter and Charles Müller in preparation with s/n 5367 GT at the Tour de France Auto in September of 1964.



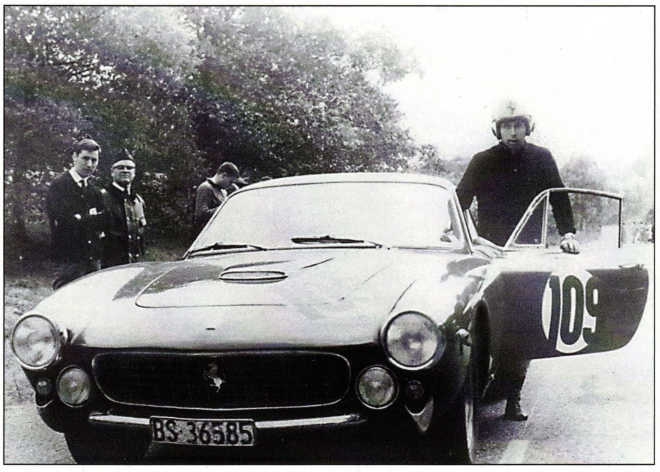
Above, Charles Müller hard over and somewhere on route with s/n 5367 GT at the Tour de France Auto in September of 1964.

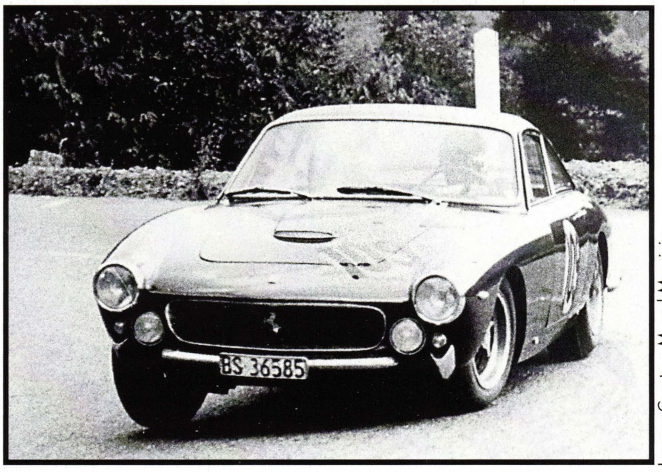
Below, Charles Müller again in preparation for a race with s/n 5367 GT, place and date unknown except it's 1964.

Images Courtesy Marcel Massini

Above, Charles Müller having a great time in s/n 5367 GT, race venue and date unknown, other than in 1964.

Below, same race number as image at left, and could be same race venue, but we have no further documentation. Great fun, however.





Images Courtesy Marcel Massini

1964 FERRARI 250 GT LUSSO SCAGLIETTI S/N 5367 GT... COMPILED BY MARCEL MASSINI

Original exterior color:	Blu sera metallizzato
Original interior color:	Beige
Chassis type:	539 U
Engine type:	168 U, internal #1996/62 E
Gearbox type:	539 U, internal #234-539U-8x32
Transaxle type:	539 U, internal #238
March 12-22, 1964	Displayed by the Swiss Ferrari importer during the XXXIV Annual Geneva Motor Show in Switzerland • *Pictured in the 1964 Ferrari Yearbook*
March 25, 1964	Sold new to first owner Charles Müller, Basel, Switzerland
March 25, 1964	First registered for road use in Switzerland on license plates of Basel "BS 36585"
April, 1964	Six Weber carburetors 38 DCN 1, supplied by the Ferrari Factory in Maranello, installed by official Ferrari dealer Garage Monteverdi in Binningen; four additional fog lamps installed on front grille over the front bumper [later?]
May, 1964	Raced at the ACS Cup in Monza, Italy, by Müller, race number 174
August 9, 1964	Raced at the Freiburg-Schauinsland Hillclimb in Germany by Charles Müller on race number 62, placed 29th OA and 2nd in class, entered by Scuderia Sant'Ambroeus of Milan
August 23, 1964	Raced at the Ollon-Villars Hillclimb in Switzerland by Charles Müller on race number 249
August 30, 1964	Raced at the Sierre-Montana Crans Hillclimb in Switzerland by Charles Müller on race number 161, placed 33rd OA and 4th in class
September 11-20, 1964	Raced at the XIII Tour de France Automobile by Müller and co-driver Heini Walter on race number 167, placed 24th OA and 5th in class • *Pictured page 197 of Maurice Louche's book "Le Tour de France Automobile 1899-1986"* • *Pictured page 291 of Jess G. Pourret's book "Ferrari 250 GT Competition"*
October 5, 1964	Spare wheel sold by the Factory to Müller, Factory invoice #1539/64 in the amount of Italian Lire 79,645
October 15, 1964	Various spare parts sold by the Factory to Müller, Factory invoice #1631/64 in the amount of Italian Lire 481,528
1964	Raced by Müller on race number 81 • *Pictured page 35 of Cavallino magazine, issue 24*
1964	Raced by Müller on race number 109
Later	Repainted light red
1989	Sold by Müller to second owner Bruno Wyss, Zofingen, Switzerland (at that time an official Ferrari dealer), who paid Swiss Francs 670,000 (together with a financial backer)
August, 1999	Sold by Wyss to third owner Heinrich Kämpfer, Seengen, Switzerland, who paid Swiss Francs 150,000
Late 1999/Early 2000	Fully restored by Kämpfer, repainted blu sera metallizzato with red and white racing stripe, engine restored by Edi Wyss Engineering AG in Zürich, Switzerland
April 10, 2000	FIA Fiche #1984 issued
2000	Registered by Kämpfer on Swiss license plates of the canton Aargau "AG 3999"
December 20, 2002	For sale at the Bonhams Ferrari auction at Hotel Palace in Gstaad, Switzerland, estimated price US$ 330,000 to US$ 400,000, hammer price was Swiss Francs 535,000 or Swiss Francs 597,350 including buyer's premium; sold to Peter Heuberger, resident in Oberramsern, Switzerland
April, 2003	Steering wheel replaced, racing seat installed for the driver
April 14, 2003	Test driven by Peter Heuberger at Monza, Italy
April 25-27, 2003	Raced by Peter Heuberger during the Ferrari Days at Spa-Francorchamps in Belgium
July, 2003	Raced by Heuberger at Donington
July 19, 2003	Raced by Heuberger at the Albis Hillclimb
September 20/21, 2003	Raced by Heuberger at the 3rd historic Ollon-Villars Hillclimb in Switzerland
October 17-19, 2003	Raced by Heuberger at the Ferrari Maserati Challenge Finals at Mugello, Italy
Late 2003	• *Color featured in the Swiss magazine "Passione", issue #10*
June 19-22, 2004	Driven by Olivier and Peter Heuberger during the Modena Cento Ore Classic in Modena, Italy, race number 33
October, 2004	• *Pictured in Cavallino 143 at the Modena Cento Ore Classic in Modena, Italy*
June, 2005	Short article on its racing history in *Cavallino* 147

F430 SPIDER INTRODUCTION

A 490 bhp V-8 engine, a top speed of over 310 kmh (193 mph), a 0-100 kmh (0-62 mph) in 4.1 seconds, a specific output of 114 bhp per liter, a weight-to-power ratio of 2.9 kg (6.4 lbs) per horsepower (dry weight) – these are some of the stats of the new F430 Spider. And its looks are impressive, too. It's really the 360 with some very judicious sculpting here and there, to come up with an even more powerful and aggressive visage. The Berlinetta is a looker too, but an open top Ferrari is still the ultimate for many enthusiasts.

Ferrari SpA Images

SPIDER MAKES A SURPRISE ENTRANCE AT GENEVA...

At the recent Geneva Motor Show on March 3-13, 2005, Ferrari unveiled its new F430 Spider, close on the heels of the introduction of the F430 Berlinetta last year. The time lag was not as great as it had been on the 360, and on the preceding F355 and 348, and this was explained by the fact that the F430 was designed from new as a spider as well as a berlinetta. Thus, all the extra strengthening needed to make a hardtop berlinetta into an open top spider was already there, and not added as a separate development project. Also, it uses the same electronic folding top as on the 360, so there was no extra time needed there. Finally, it made business sense. In the last several decades, the spider versions have been more popular than the berlinettas, so why not release it sooner rather than later.

Technically, the Spider is the same as the Berlinetta, and incorporates the many changes and innovations seen on the first F430s, including the innovative electronic differential, first developed by the racing division for the F1 cars, which improves traction and road holding under all conditions. The Spider also features the steering wheel mounted commutator switch, known to the Scuderia's drivers as the "manettino", which allows the driver to adjust the car's set up quickly and easily.

The lines of the Spider are similar to the Berlinetta, with the absence of the hard top roof, of course, and designing a convertible to be stable at high speed can be problematic. Ferrari solved this by using its state-of-the-art computer aerodynamics simulation programs, usually employed exclusively by the F1 team, to fine tune the basic Pininfarina design. Interestingly, those visual traits that make the F430 series what it is – the two prominent elliptical air intakes up front, the deeply cut front spoiler, the pronounced lip integrated into the end of the engine cover, the larger upper and lower rear air intakes, and the rear valance that incorporates a diffuser of competition derivation – all appear more pronounced on the Spider, and give it an even more aggressive stance than the Berlinetta. This is nothing against the Berlinetta – it simply appears more refined.

The compact fully automatic electric top, once lowered by the way, takes up relatively little space, despite the central rear engine layout, and allows the engine to be seen in all its glory through the rear deck lid, which is good, because engines are what Ferrari is all about.

The F430 Spider has the new 490 bhp, 4,308 cc, 90° V-8 engine, which is capable of doing a top speed of over 310 kmh (over 193 mph), and covering 0-100 kmh (0-62 mph) in just 4.1 seconds. This lightweight and highly compact power unit produces a specific output of 114 bhp per liter with a weight-to-power ratio of 2.9 kg (6.4 lbs) per horsepower (dry weight). Not bad at all.

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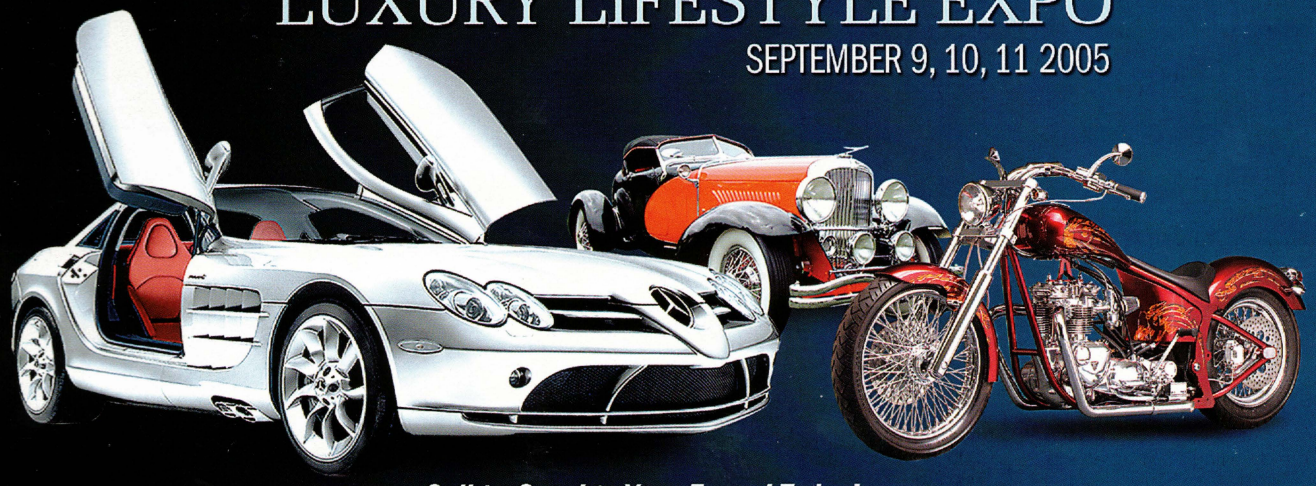

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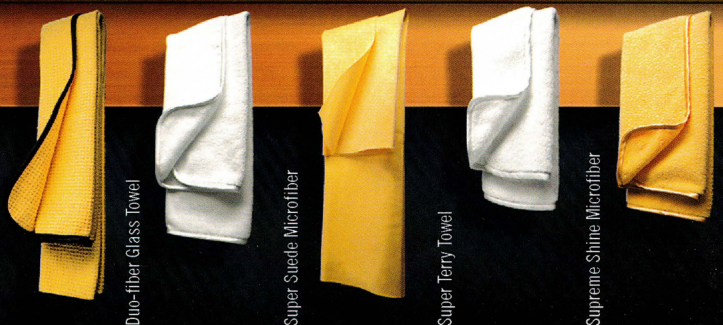

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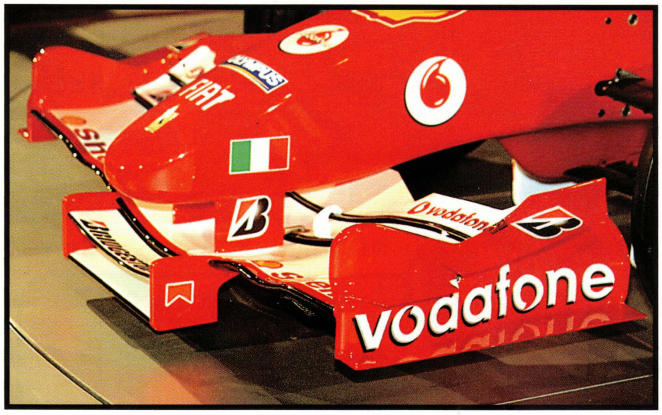
2005 F1 SEASON BEGINS

MPS Editorial Images

Above and below, the new F2005 as seen at the introductory press conference in February. The car was introduced in Bahrain.

Above, the complex but curvaceous rear end of the F2005. Below, the fleet ready to depart, in support of the cars at the races.



MPS Editorial Images

THE NEW SEASON IS UNDERWAY IN FORMULA ONE, FITFULLY FOR FERRARI... REPORTS FROM YOUR COMPETITION EDITOR KEITH BLUEMEL

AUSTRALIA – MARCH 6...

New season, new regulations, old politics, old posturing!

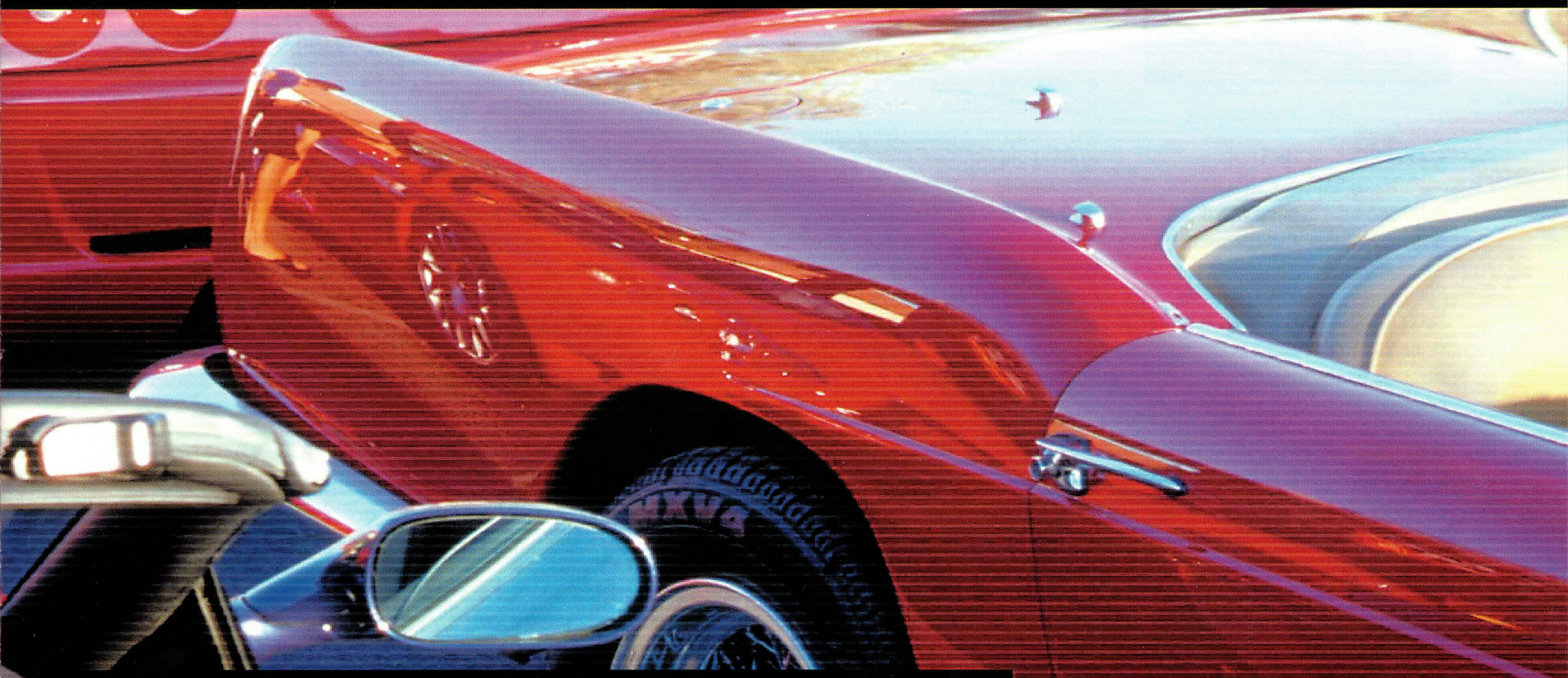
The 2005 F1 season got underway in Melbourne, with some new team principals, plus a whole raft of new regulations designed to reduce speed and costs. For the former, the most significant of these were a reduction in the sizes of front and rear wings to reduce downforce and thus cornering speeds. For the latter, engines had to be used for two consecutive race weekends, and only one set of tires are now permitted for qualifying and the race, with any changes to either resulting in a grid position penalty.

There was also another new element, which was the qualifying procedure, where the grid positions are now determined by an aggregate of the two flying lap times in the Saturday and Sunday sessions. This has met with almost universal disapproval from the teams, and in Melbourne it proved to be a bit of a farce, as weather conditions were variable during the first session, giving such a diversity of times that there was no chance of some drivers being able to make up the difference in the second session, which had stable dry conditions. One of the worst to suffer was Michael Schumacher, whose allotted qualifying time came just as the track was at its wettest, resulting in a time nearly 25 seconds slower than the Renault of Giancarlo Fisichella, whose slot was in the "sweet spot"! Thus, he didn't even consider it worthwhile going out in the Sunday session, and lined up eighteenth on the grid, with only the BAR of Takuma Sato and the Sauber of Felipe Massa behind him, neither of whom posted a time on either day. Things were somewhat better for Ferrari team mate Rubens Barrichello, whose Saturday qualifying slot was also affected by the rain, but he started a few slots higher in eleventh place on the grid. How long is it since we have seen the Ferraris so far down the starting order?

Fisichella led away from pole position in his Renault, followed by the Toyota of Trulli, whilst Barrichello made up three places from the start to come through in eighth position at the end of the first lap, with Michael Schumacher also making up three places to fifteenth. He only managed a best of tenth overall during the first round of pit stops, dropping to eleventh as all were completed, then getting up to seventh as the second round of stops took place, but a tangle with the Williams of Nick Heidfeld on his out lap from his second pit stop saw him get going again, only to drive straight back to the pit garage, allowing himself the luxury of an engine change for the next race without penalty. The two BAR Hondas were also retired when running healthily late in the race for the same reason. Is this going to become the norm? If so, it is certainly not adding to the spectacle for the paying public!

As in qualifying, Barrichello was dealt the better hand, and he worked hard to make the most of it, and to good effect, putting in a strong performance despite brake balance problems to split the Renault pair of Fisichella and Alonso on the podium, to bring a ray of light into what had been a pretty dismal weekend for Ferrari fans.

EUROPEAN SPORTS, AMERICAN MUSCLE, HOT RODS AND CUSTOMS



MOST FERRARIS SOLD ON THE PENNINSULA!

2003	Enzo Ferrari	$1,265,000	Monterey 2004
1967	330 GTC	$186,651	Scottsdale 2005
1970	365 GT	$96,800	Monterey 2004
1969	330 GTC	$129,250	Monterey 2004
2004	360 Modena	$233,750	Monterey 2004
2001	550 Maranello	$176,000	Monterey 2004
1983	512BBi	$89,100	Monterey 2004
2003	360 Modena	$181,500	Monterey 2004
1967	330 GTC	$124,200	Scottsdale 2004
1995	456 GT	$89,100	Monterey 2004
1968	365 GT	$100,337	Scottsdale 2005
1967	330 GTC	$96,800	Monterey 2004
1989	328 GTS	$49,680	Scottsdale 2005
1968	365 GT	$89,100	Monterey 2004
1970	365 GTB/4	$127,600	Monterey 2004
1967	330 GTS	$259,200	Scottsdale 2004
1990	Mondail T	$46,440	Scottsdale 2004
1971	365 C4	$59,400	Monterey 2004
1985	Mondial	$28,620	Scottsdale 2004
1969	365 GT	$55,080	Scottsdale 2004

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MALAYSIA – MARCH 20...

If the qualifying sessions in Australia had been thrown into disarray by the changeable weather conditions during the first qualifying runs, the same could not be said for the sessions in Malaysia, where both sessions were run under constant hot and dry conditions that were constant for all runners. The qualifying results confirmed what Ferrari fans had feared from the race pace in Australia, that basically the cars were not the dominant force that they have been for the past few seasons. You will have to go back a long way in the record books to find a worse qualifying performance under constant conditions than what they "achieved" in Malaysia. The team were careful not to cast blame in any one direction, but it was generally thought that the main problem was that the Bridgestone tires did not reach optimum operating temperature quickly enough under the one flying lap system, and even when they did, the chosen compound did not offer the same level of grip as the Michelin tires used by their main rivals.

The net result was an aggregate twelfth quickest for Rubens Barrichello and thirteenth for Michael Schumacher, only fractions of a second quicker than the Sauber-Petronas of Felipe Massa and the BAR-Honda of Anthony Davidson, the latter being the test driver standing in for Takuma Sato, who was unable to drive through illness. At the front of the grid, it was once again the Renault of Fernando Alonso that annexed pole position from the much improved 2005 Toyota of Jarno Trulli and Alonso's team mate Giancarlo Fisichella.

From the time that the red lights went out, it was Alonso all the way, the only time that he relinquished the lead being during the refuelling stops, controlling the race from the front with apparent consummate ease, as we have seen Michael Schumacher do so many times over the past few seasons. As for the man himself, he completed the first lap in fourteenth place sandwiched between the Saubers of Massa and Villeneuve, whilst Barrichello was just ahead of Massa, all gaining a place on lap two when the BAR-Honda of Button retired. This situation remained as status quo until the first round of refuelling stops – obviously very disheartening for the Ferrari fans to see the two cars running so far down the order, and seemingly unable to do anything to change the situation – after which it shook out that Michael had moved up to tenth and Rubens to eighth, hardly anything to write home about!

During the middle stint, Barrichello thought that he had a puncture and radioed into the pits, but they said that the telemetry indicated that tire pressures were normal and told him to keep circulating. They then noticed that the telemetry showed a lack of downforce, and brought him in for an early second fuel stop, when they noticed a large lump of foam rubber lodged in the rear wing. He rejoined, but the pounding his rear tires had taken trying to compensate for the lack of downforce made the car virtually undriveable, and he retired seven laps from the end. Michael didn't really make any impression on the race; he just kept out of trouble, slowly picking up places, to finish seventh and collect his first two points of the season, not the results that we have become accustomed to!

BAHRAIN – APRIL 3...

From the heat and high humidity of Malaysia to the torrid heat of the desert in Bahrain, with alarm bells ringing loudly in the Ferrari camp after their poor start to the 2005 F1 season. The interim F2004M model, which the team had intended to use until the early rounds of the European part of the season, was ousted in favor of the full 2005 specification F2005 car, in an attempt to get back to a performance status quo with their rivals. Tire supplier Bridgestone had provided a new specification front tire which it was hoped, in conjunction with the new car, would get the team back to the front of the grid.

Between the qualifying sessions on Saturday and Sunday, the news of the death of Pope John Paul II on Saturday evening was announced to the world, and as a mark of respect the Ferraris appeared on Sunday with their nose cones painted black, as they had done in the Italian Grand Prix in 2001 after the 911 terrorist attacks in the USA.

In the Friday practice session, Rubens Barrichello managed only two laps in the new car before a gearbox bearing failed, resulting in destroyed internals. Although the team managed to effect repairs, not having any spare boxes available at the circuit, he couldn't participate in the two Saturday practice sessions; thus, his Saturday qualifying run was compromised and he only ended up fifteenth quickest in the session. A new gearbox was flown in from Italy and installed for the Sunday morning qualifying run, but almost unbelievably this also failed, damaging the engine in the process, necessitating a change, resulting in him starting from the back of the grid.

Michael Schumacher fared somewhat better, not having any mechanical problems, and proved that the new car had the potential to do battle with the, so far this season, dominant Renaults and Toyotas. He ended up Saturday's session with third quickest time, headed only by the Toyota of Trulli and the pacesetting Renault of Alonso. On Sunday, he put in a spectacular lap, which despite a quickly collected moment through turn four, resulted in a lap which was less than a tenth of a second slower than pole man Alonso, to give him second on the grid on aggregate of the two session times, and some hope for the Ferrari fans of a promising race.

When the lights went out, it was the quick starting Renault of Alonso that took the lead in the run down to turn one, with Schumacher slotting in behind him, followed by the Toyota of Trulli. Farther back, Barrichello was fighting his way through the field, getting up to tenth position by lap three, although he then couldn't make any impression on the McLaren of De La Rosa (standing in for Montoya who had apparently injured his shoulder playing tennis). At the "sharp end," Schumacher was maintaining a fairly constant gap of around half a second behind the Renault of Alonso, as they drew slowly away from the Toyota of Trulli. Just after one fifth distance the promise evaporated, as Schumacher had an off track excursion at turn ten, when the hydraulic system failed, negating the ability to use the paddle gearshift to downchange, and thus the ability to reduce speed sufficiently to make the turn. He managed to keep the car running back to the pits and retirement, his first due to mechanical failure since the German G.P. in 2001. Another record, of the wrong sort, bit the desert dust!

Ferrari's attention obviously now focused on the progress of Barrichello, who had run a long first stint, elevating him to sixth after the first round of refuelling stops, but he dropped to seventh after the second round of stops; so at least there was hope of salvaging a couple of points for himself and the team. It was not

FERRARI IN F1 – THE SEASON BEGINS...

AUSTRALIA – MARCH 6...				
2	F2004M	240	R. Barrichello	2nd
1	F2004M	239	M. Schumacher	DNF
MALAYSIA – MARCH 20...				
1	F2004M	241	M. Schumacher	7th
2	F2004M	240	R. Barrichello	DNF
BAHRAIN – APRIL 3...				
2	F2005	243	R. Barrichello	9th
1	F2005	245	M. Schumacher	DNF
SAN MARINO – APRIL 24...				
1	F2005	245	M. Schumacher	2nd
2	F2005	246	R. Barrichello	DNF

to be, as his rear tires were shot, and he could do nothing to fend off the advances of first Massa in the Sauber, and then Coulthard in the Red Bull, finishing ninth and out of the points yet again. Alonso took the victory for Renault, his second and their third of the season, with Trulli in the Toyota finishing second, and the McLaren of Raikkonen taking the final podium place.

SAN MARINO – APRIL 24...

The first European race of the 2005 season, and for Ferrari, one on home territory, as the Imola circuit is only a relatively short distance from their Maranello base. Thus, it was important for them to prove to the home fans that the early season problems had been resolved, by putting in a strong performance and coming away with a good result. In the early practice sessions, it looked promising for the team, with Michael Schumacher amongst the quickest runners, but come the all important qualifying runs things did not go so well, particularly in the final Sunday morning session where the track was still damp from rain for the early runners. This affected Barrichello's second qualifying time, and he was only able to manage an aggregate tenth on the grid, but Schumacher, although running on a drier track, ran wide onto the gravel which dirtied his tires, the cumulative effect being the loss of a lot of time and a lowly fourteenth starting spot. Hopefully, things could only get better for the race, but after the lack of reliability in the early season races, people weren't holding their breath!

Kimi Raikkonen had put his McLaren on pole, and he immediately stamped his authority on the proceedings when the lights went out, pulling out a three second lead in the opening four laps of the race, chased by the Renault of Alonso and the much Improved BAR-Honda of Button, a car which, like Ferrari, hadn't shown the same performance as it had in the 2004 season. Behind this trio there was a queue behind the Toyota of Trulli, which was suffering from oversteer and slowing the chasing pack as he struggled to stay ahead, allowing the leading trio to pull away. Raikkonen's glory only lasted for eight laps, when his transmission failed, handing the lead to Alonso, whilst Barrichello in the highest placed Ferrari didn't last much longer, retiring with what were reported as electrical problems.

The first round of refuelling stops started on lap twenty one, but Michael obviously had a heavy fuel load, as he stayed out until lap twenty seven, by which time he had leapfrogged himself to third position, and because of the way the pack had been bunched up behind Trulli for the first part of the race, he exited the pits still in this position. Spectators were then treated to the sight of Schumacher at his best, as he put in a storming series of laps to reel in the BAR-Honda of Button, reducing a 21 seconds deficit to 11 seconds in just six laps, and eight laps later he was right on his tail, putting a move on him into the Variante Alta on lap forty seven, and he was away in second place.

Again, he stayed out longer come the second round of refuelling stops, and when he rejoined he was only 1.3 seconds behind the leading Renault of Alonso, and within two laps he was on its tail. But try as he might over the remaining laps, he couldn't find a way past, finishing second, just 0.2 seconds behind the Renault, with Button getting his first points of the season in third position. For Ferrari it was certainly an upturn in fortunes, at least for one driver, and showed that the car is competitive, although the current aggregate qualifying time system still isn't working in the team's favor.

FERRARI GT CARS BEGIN SLOW, BUT SOON ARE ON TOP... REPORTS FROM YOUR COMPETITION EDITOR ON SCENE, KEITH BLUEMEL

ALMS:
SEBRING – MARCH 19...

The same weekend that the Ferrari F1 team were experiencing a miserably uncompetitive weekend in Malaysia, the sole Ferrari representative in the first round of the ALMS season, the Mobil 1 12 Hours of Sebring, was enduring similar hardship, not that it was any consolation to either party!

There were two major talking points in the GT1 category at Sebring, the arrival of a pair of Prodrive built Aston Martin DBR9s, and the controversial new Maserati MC12, which the IMSA organizing body had deemed could run, albeit with shorter nose and tail sections than had been used in the FIA GT races in 2004, plus 50 kg of ballast; moreover, it would not be eligible for series points! Add in the Ferrari, the pair of new works Corvette C6-Rs, plus the Saleens, and there was a broad mix for some hopefully hotly contested competition. In the top P1 category, it looked to be a straight battle for overall honors between the pair of Champion Racing Audi R8s and the Dyson Racing Lola EX257-AERs, with experienced driver line ups in both cars, although neither team had yet won the Sebring classic.

The qualifying sessions had to be aborted due to persistent heavy rain on the Thursday; thus the grid positions were determined by an aggregate of the practice session times. In the main P1 group, it was the pair of Champion Audis that locked out the front row of the grid, whilst in the GT1 category it was the pair of Corvettes that headed the times, followed by the ACEMCO Saleen, and the pair of Aston Martins, with the Ferrari over 2.5 seconds off the best Corvette time, whilst the Maserati was a further 3/10 of a second back from the Ferrari. Thus, things didn't look any brighter for Ferrari in Florida than they did for the F1 counterparts in Malaysia that weekend.

Come the race on Saturday, the rain was long gone, with virtually cloud free skies and high ambient temperatures during the daylight hours, although they dropped considerably with the setting sun. The two Audis led convincingly from the start, as we have come to expect from the marque in recent years, and in essence the outcome of the race was soon established; it was only a question of which of them would take the flag first. In the GT1 group, the race soon developed into a fierce battle between the Corvettes and Aston Martins, which in race trim seemed fairly evenly matched, although the former just seemed to have the edge, leaving the remainder of the class contenders to pick up any scraps should they falter. The Larbre 550 had its brief moment of glory, by leading the class at the one hour mark as the first round of pit stops took place, but in reality, it didn't really make much of an impression thereafter, despite what was on paper a formidable driver line up. It eventually retired at around 2/3 distance with reported gearbox failure, although it was classified 27th in the overall standings. The Maserati MC12 faired somewhat better, being classified ninth overall and fifth in the GT1 class, which was won by the Aston Martin DBR9 on its debut, only three laps short of an overall podium position.

BRITISH GT CHAMPIONSHIP:
DONINGTON PARK – APRIL 3...

The Scuderia Ecosse's Ferrari 360 GTC triumphed at the opening race of the British Gran Turismo Championship. Nathan Kinch and Andrew Kirkaldy were the men in the driving seat at the Donington Park circuit.

The car, developed by the Ferrari *Corse Clienti* department in collaboration with *Michelotto Automobili*, was in top spot for the whole of the race after starting from pole position. The gap at the chequered flag over the second placed car was over forty seconds.

The Scuderia Ecosse's other Ferrari 360 GTC, crewed by Niarchos/Mullen, also made it onto the podium.

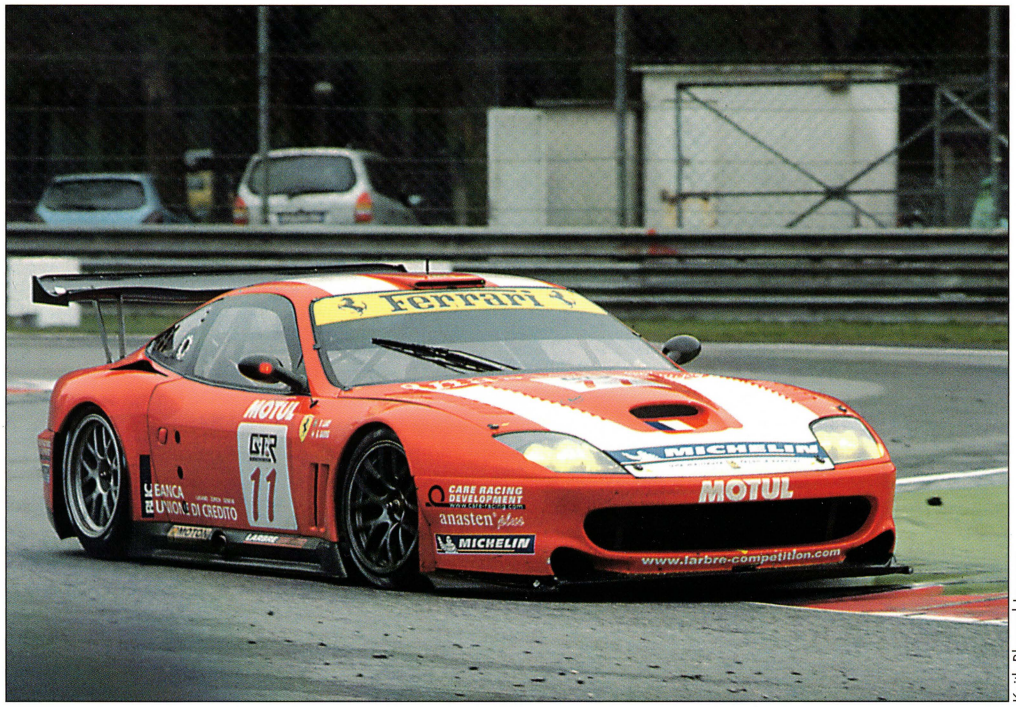
FIA GT:
MONZA – APRIL 10...

The first round of the FIA GT series took place at the historic Monza circuit in Italy on a grey but dry Sunday, after the Friday circuit activity had been cancelled as a mark of respect for Pope John Paul II, whose funeral was that day. The Saturday morning practice session was damp, with a dry first qualifying session in the early afternoon when the best times were set, as the heaven's had opened by the time the second afternoon quali-

►

fying session arrived, and the cars were pluming spray four meters high on the start/finish straight. Initial thoughts had been that it would be a walkover for the quartet of Maserati MC12s, but as it turned out, the top six runners from four different teams were covered by 7/10 of a second, which gave promise for a close and exciting race. The grid lined up with a pair of Maserati MC12s on the front row, the number 16 JMB car heading the number 9 Vitaphone example, followed by the Russian Age Racing 550 Maranello, the second JMB MC12, the number 11 Larbre 550 Maranello, and the second Vitaphone MC12.

When the field was unleashed from behind the pace car for the rolling start, it was the pole sitting JMB MC12 that led into the chicane at the end of the start/finish straight, leading a closely bunched train which managed to negotiate the tight



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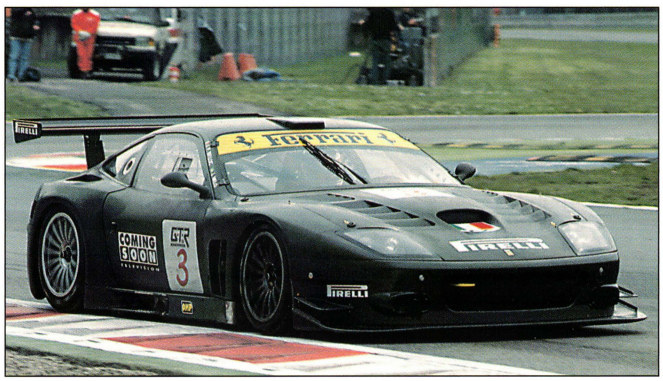
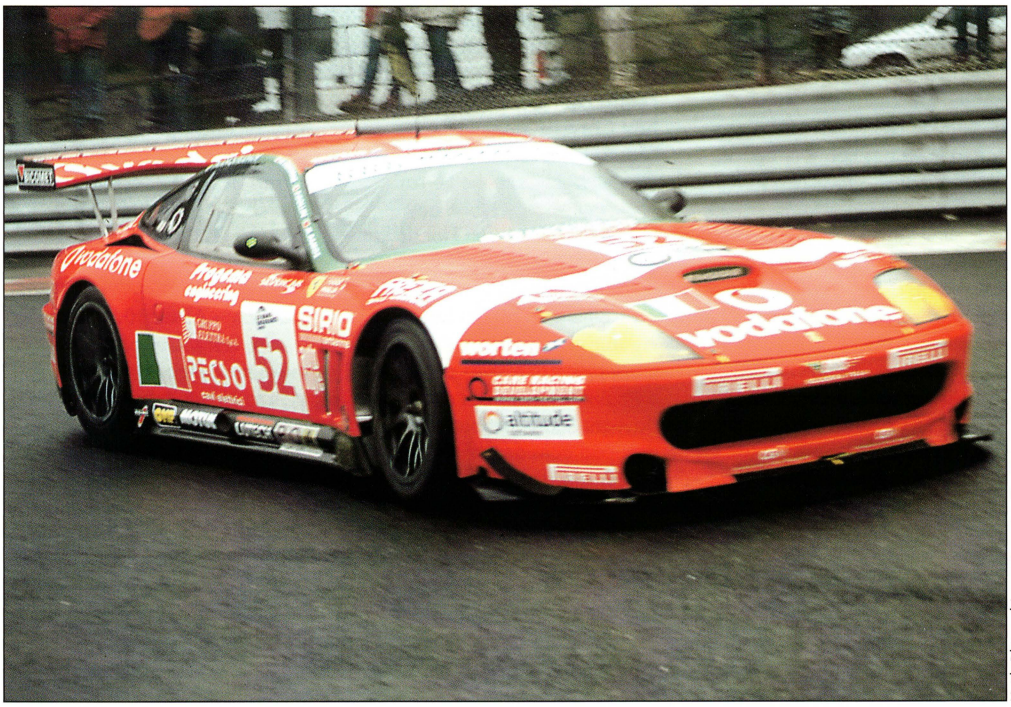


Above, the Larbre team 550 GTS at the FIA GT race at Monza, which it won by 2/10s after a great fight.

Left, the evolved 575 GTC of the GPC Sport team, also at Monza.

Below, the BMS Scuderia team 550 GTS, winning its class at Spa in the Le Mans Endurance Series this year, after being the Champions in another series last year, the FIA GT.



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turn without attrition. It managed to establish a reasonable gap to the pursuing gaggle of cars, which were tightly bunched and regularly swapping positions, sometimes tripping over themselves in an effort to make up a position, in the process creating a really exciting spectacle for the crowds in the grandstands. The battle continued without respite through the early laps of the race, with the Maseratis slowly establishing a small degree of superiority, although the Russian Age Racing and Larbre 550s were never far behind, whilst the GLPK Racing Corvette was also in the mix. After the first round of pit stops, things looked somewhat brighter for the Ferraris, as although the JMB Maserati still led, the team's second car had a slow tire change, and then the Maserati had a trip through a gravel trap, which promoted the Larbre number 11 550 to second and the Russian Age example to third, chased by the lone Corvette. Unfortunately, the Russian Age Racing 550 suffered a fuel pressure problem early in the second hour of the race and ground to a halt on the Rettifilio Centrale, unable to

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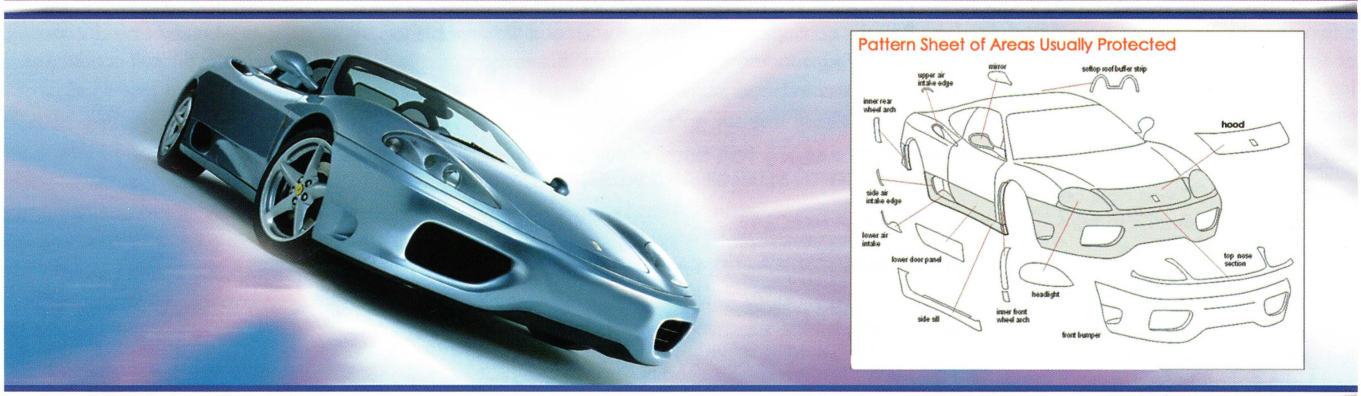

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make it back to the pits to address the problem. Other Ferraris to suffer retirement were the GPC 575 GTCs, their number 2 car going out early with transmission problems, and the number 3 car retired later after an accident with a JMB Maserati.

When the leading Maserati made a second stop after 90 minutes, which meant that it would still have to make a further stop, thus putting it out of overall contention, the Larbre number 11 550 took the lead, chased by the pair of Vitaphone Maseratis, although the 550 managed to maintain its lead through to its second pit stop, when Gardel handed the car back to Lamy. All the time the Corvette had been in close contention, and into the final period of the race was chasing down the then race leader, one of the Maserati. The crowd were in for a grandstand finish, as catching this pair at a rapid rate was the Lamy 550, and into the closing laps the Corvette was all over the Maserati like a rash looking for a way through, but lacked the straight line speed to actually get past. By this stage, the 550 had hauled itself onto the tail of the Corvette, so there were three different makes in with a chance of victory after 2.5 hours of racing. Then, an ominous cloud of smoke emitted from the Corvette, and it coasted into retirement with a leak on an oil line, but now the Lamy 550 was right on the tail of the Maserati and feinting moves here and there around the circuit, before pulling out a copy book manoeuvre going into the Parabolica curve, just getting a fraction in front and holding firm in his commitment to take the lead, thereafter being able to get a little clear air to take a thrilling victory from the Vitaphone duo, with less than two seconds covering the top three finishers after over the 2.5 hours of racing.

LE MANS ENDURANCE SERIES: SPA 1000 KM – APRIL 17...

The 2005 LMES season started where it left off in 2004, at the spectacular Spa circuit in the Belgian Ardennes, although the weather was not the most hospitable that could have been hoped for, with torrential rain during Saturday afternoon, and swirling mist giving variable visibility, low temperatures and a damp track for the duration of the race on Sunday.

In the main LMP1 category, all attention focused on the new ORECA entered Audi R8, which if the form book was anything to go by, should have been favorite. However, throughout the practice and qualifying sessions, it was the Pescarolo C60 that headed the times, with the Audi only fourth quickest.

In the GT1 group, there were four Ferrari 550 Maranellos and a lone 575 GTC, the latter needing extensive repair work after a crash at the Radillion in Saturday practice. The qualifying times were topped by the Convers team's 550, followed by the MENX example, whilst the pair of BMS Scuderia Italia 550s, the team that had been dominant in FIA GT and switching series for 2005, were only fourth and fifth quickest in class, still coming to grips (sic) with their new for this season Pirelli tires. In the GT2 group, there was a pair of 360 GTCs against an armada of Porsches, a trio of TVR Tuscans and a lone Spyker C8. Initially, the Scuderia Ecosse example topped the practice times, but come qualifying a couple of the Porsche contingent managed quicker laps to leave it third quickest in class, with the GPC entry fifth quickest.

With the prevailing weather conditions as described, it was unlikely that the race would go to the full 1000 km, but more likely to run to its six hour maximum, which is exactly what happened. The relatively slow pace was not helped by numerous safety car periods, as the tricky conditions caught people out, leaving damaged cars, debris and the necessity for barrier repairs, whilst late in the race Jean-Marc Gounon crashed the Audi out of the race exiting the bus stop chicane whilst running behind the safety car! The Ferrari contingent was so strong in the GT1 group, that barring misfortune, it was really a question of which one would take the class win. In the early stages, it was the Tomas Enge driven 550 Maranello of the MENX team that headed the GT1 group from the Russian entered example of the Convers team, with the pair of BMS cars playing catch up. He held the class lead up to the first round of pit stops, when he handed over to Robert Pergl, who only reached the fourth lap of his stint before sliding into the unyielding barrier at Les Combes. Literally seconds before this accident, the JMB 575 GTC came together with the Audi R8 through the same turn, resulting in the Audi spinning and rejoining, whilst the Ferrari was damaged for the second time in the weekend, and was unable to continue.

In the GT2 group, the Scuderia Ecosse 360 driven by Andrew Kirkaldy was posting impressive lap times to comfortably lead the class after two hours racing, a position it maintained until Nathan Kinch had a trip into a gravel trap in the fourth hour, resulting in a lengthy pit stop to put a new nose section on the car, after which there was found to be a drop in oil pressure, resulting in a disappointing retirement after a very strong showing. However, the GPC example was still going strongly despite trailing a section of the rear valance in the latter stages of the race, but the best that it could eventually manage was fifth in class. The conditions made tire choices extremely difficult, as although a dry line appeared the mist lingered and temperatures were low, so that full slicks, although the obvious option for track conditions, would not reach an adequate temperature to work effectively.

The BMS Scuderia Italia 550s hauled their way up the leader board to be one-two in class at the end of the second hour, the number 52 car maintaining its class leading position for the remainder of the race, whilst the number 51 car suffered some accident damage needing a stop for repairs. This allowed the Convers team 550 to take second overall in the class. It was a race of attrition in all categories, and a credit to anyone who went the distance in exceedingly difficult conditions.

FERRARI IN GT RACING FOR 2005 – THE SEASON BEGINS...
COMPILED BY KEITH BLUEMEL AND HUGO GARRITSEN

ALMS – SEBRING – MARCH 19...							
86	550 GTS	Red-White stripes	Larbre Competition	117110	C. Bouchut/S. Bordais/F. Golin	27th	10th
BRITISH GT CHAMPIONSHIP – DONINGTON PARK – APRIL 3...							
	360 GTC	Red-White-Blue	Scuderia Ecosse	2016	A. Kirkaldy/N. Kinch	1st	1st
	360 GTC	Red-White-Blue	Scuderia Ecosse	?	C. Niarchos/T. Mullen	3rd	3rd
FIA GT – MONZA – APRIL 10...							
11	550 GTS	Red-White stripes	Larbre Competition	117110	P. Lamy/G. Gardel	1st	1st
12	550 GTS	Red-White	Larbre Competition	108612	L. Bryner/E. Calderari/S. Zacchia	6th	6th
3	575 GTC	Black	GPC Sport	2216	J. Melo/J-P. Belloc	DNF	DNF
17	550 GTS	Blue-Red	Russian Age Racing	113136	C. Bouchut/N. Formenko/A. Vasiliev	DNF	DNF
2	575 GTC	Red-White-Black	GPC Sport	2218	J-D. Deletraz/A. Piccini	DNF	DNF
LMES – SPA 1000 KM – APRIL 17...							
GT 1							
52	550 GTS	Red	BMS Scuderia Italia	112886	F. Golin/M. Ramos/M. Cressoni	6th	1st
61	550 GTS	Blue-Red	Convers Team	113136	N. Formenko/A. Vasiliev/C. Bouchut	9th	2nd
51	550 GTS	Red	BMS Scuderia Italia	108391	C. Pescatori/M. Bartyan/T. Seller	14th	3rd
67	550 GTS	Black	MENX	107617	R. Pergl/T. Enge	DNF	DNF
68	575 GTC	Black	JMB Racing	2204	P. Kutemann/A. Gosse/ H. Hugenholz	DNF	DNF
GT2							
99	360 GTC	Red-White-Green	GPC Sport	2050	G. Rosa/L. Drudi/F. Babini	13th	5th
93	360 GTC	Red-White-Blue	Scuderia Ecosse	2016	A. Kirkaldy/N. Kinch	DNF	DNF

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The 4 day rally covered 1,100 kilometers which consisted of 34 competitive special stages, for a total of 234 kilometers, on closed public highways. The event is divided into 5 classes: Classic Touring, Thoroughbred Touring, Thoroughbred Sport, Thoroughbred Regularity and Competition. In the Competition Class you drive at 100%. In this category, vehicles must comply with world rally standards (FIA). In the Classic Tour, while speed restrictions apply, the driving experience is exhilarating as the maximum obtainable speed through many of the turns is often less than the speed limits. Thoroughbred Regularity requires the car to be driven through the special stages at a maintained average speed, which is easily attained, with penalties applied for both early and late arrival at time controls. In the Thoroughbred Touring Class entries have an increased speed limit through the closed stages and helmets must be worn. In the Thoroughbred Sport Class the participants must comply with all the same rules and requirements as the Competition Class, but the closed stages are untimed.

The 2004 Classic Adelaide Rally was followed by the Great Southern Tour to Tasmania for 8 days and 2,000 kilometers. As we navigated the twisting roads, many of them following the route of the Targa Tasmania, we all came to appreciate the beauty and diversity of this Island paradise.

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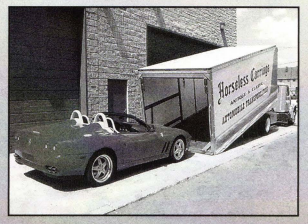

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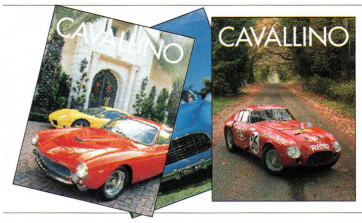

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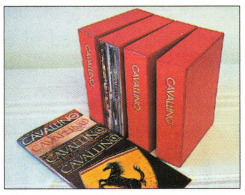

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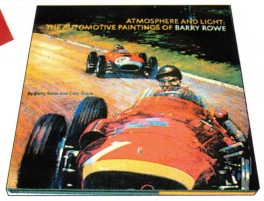

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A 410 SPORT BOUND FOR MEXICO

THE CONVOLUTED TALE OF S/N 0592 CM

BY HISTORIAN MICHAEL T. LYNCH

David C. Wendt Image

The Carrera Panamericana was one of the greatest adventures in the history of motorsports. A five day race with seven stages, it ran the length of Mexico from the Guatemalan border to the Rio Grande at El Paso. It became an instant classic and the major teams of the day took part. Its mystique continues today, even though it was only run five times.

There was no Ferrari entry at the first event in 1950. In 1951, the Milan Ferrari concessionaire, Franco Cornacchia, took two 212 2+2s to Mexico. Ferrari was timid at this stage of his fledgling company, and didn't want a direct entry to experience failure in North America, which was becoming a major market. He needn't have worried; the 212s finished first and second despite an early challenge from Indy-winner-to-be, Troy Ruttman. Ruttman drove a 1948 Mercury business coupe hopped up by tuning legend Clay Smith. Enzo Ferrari may have wondered if he missed an opportunity. Cornacchia not only took home the bulk of the prize money, but also sold both the cars to Mexicans at a sizable profit. From then on, Ferrari was a contender in Mexico, finishing third in 1952, fourth in 1953 and winning again in 1954.

In 1955, Ferrari was taking his lumps from Mercedes in both sports car and Grand Prix racing. He began the year in sports cars with the six cylinder 118 and 121 LM models. After the car only posted one victory, Ferrari sold the four versions he had made to America, and reverted to his 750 Monza four cylinder model for the remainder of the European season. At the same time, he began preparation of four 4.9 liter V-12 cars for the Carrera, thinking they would be more suited to the wide open spaces and long straights of the New World. The first two, s/n 0592 CM and s/n 0594 CM, used a shortened version of the *Tipo* 514 chassis that was used on the early 410 Super America *Gran Turismo* cars. Dr. Amerigo Manicardi, one time Sales Manager at Ferrari, told historian Warren Fitzgerald that the CM suffix represented *Carrera Messicana*, the Mexican Road Race. Two other more advanced cars with dual ignition were built later, s/n 0596 CM and s/n 0598 CM. These had a dedicated chassis – *Tipo* 519C. It is not known if Ferrari intended to take all four cars to Mexico, or sell the first two to privateers.

Whatever the plan was, it became academic when the 1955 edition of the race was cancelled. There were several reasons, not the least of which was the fact that previous races had left a swath of twenty six dead, between drivers and spectators. After the death of over eighty spectators and one driver at Le Mans in 1955, the world's press was creating a drumbeat against racing. The Mexican organizers had trouble coming up with money, and the great Pan American Highway that the race was originally created to publicize, was already breaking up in some sections. With cars like Ferrari's 410 Sport and Mercedes' 300 SLR capable of one hundred eighty miles per hour, a crumbling highway with loose dogs and stray donkeys was now seen as too much of a hazard.

The four cars originally conceived for the 1955 Carrera went their separate ways. Scaglietti made s/n 0594 CM into an aggressive street coupe for Michel Paul-Cavallier, a French transmission manufacturer, who was on Ferrari's Board of Directors. The Factory retained s/n 0596 CM and s/n 0598 CM, and entered them in the Argentine 1000 kilometer race early in 1956, where they both retired. That was their only Factory outing. Later that year, s/n 0598 CM was sold to Sweden and s/n 0596 CM to Southern California.

According to the Factory assembly data sheets, our featured car, s/n 0592 CM, had a version of the 514 chassis, shortened to 2410 mm. The 380 horsepower, 4.9 liter V-12 was a heated-up *Tipo* 126 of the type used in the Super America road car, rather than the 126C dual ignition cars, which were intended for competition from the design stage. 0592 CM did have a *Tipo* 509 transaxle rather than the engine mounted gearbox of earlier 4.9 liter competition cars. It was a beefed up version of that used in the 750 Monza. The 410 shared it with the 857 Monza and 118/121 LM series. Work on the 410s may have stalled for a time. None of the cars' assembly data sheets give completion times for the cars themselves or major components. This may be related to the fact that s/n 0592 CM has one chassis stamping where 0592 is stamped over the number 0594, as if the workman forgot which car he was working on. With s/n 0592 CM now extraneous to Ferrari's needs, Scaglietti created a low slung body with styling cues suggested by the customer, Los Angeles real estate developer, Tony Parravano. The car's body was extremely low with an ovoid front air

intake, elongated tail and Parravano's trademark potato chipper side fender grilles. The hood scoop covering the Weber carburetors was huge, even by the standards of the day.

Parravano employed Carroll Shelby as his driver in 1955, and both visited the Factory at different times, as Parravano was building the largest stable of Ferrari race cars in the world. His purchases that year included a 750 Monza, a 375 Speciale with a 375 Plus engine, a 121 LM and s/n 0592 CM. Although Ferrari didn't normally encourage customer-suggested bodywork on his chassis, Parravano's money spoke volumes.

Parravano was a problem for Ferrari. Unlike many other customers, he had the money to get to the Factory, and Italian was his first language. He was thus able to take his complaints directly to Maranello, without them being filtered through Luigi Chinetti, the American importer. Tony's directness was not in the political tradition of the Factory's Machiavellian intrigue. Ferrari's aloofness did not sit well with Parravano, who felt his multiple purchases should command more respect. The 410 Sport turned out to be the last racing Ferrari Parravano would buy. He took his business across town to Maserati, where he bought a 300S and a 150S before the year was out.

Parravano's Maserati 300S won the feature race at Palm Springs in December 1955, barely edging out Ernie McAfee's Ferrari 750 Monza. When the Parravano team returned to the desert course in February 1956, they brought the 410 Sport, feeling it was more suitable for the long straights. Their judgment proved correct and Shelby won the Main Event in s/n 0592 CM, beating Jack McAfee in John Edgar's Ferrari 857 S.

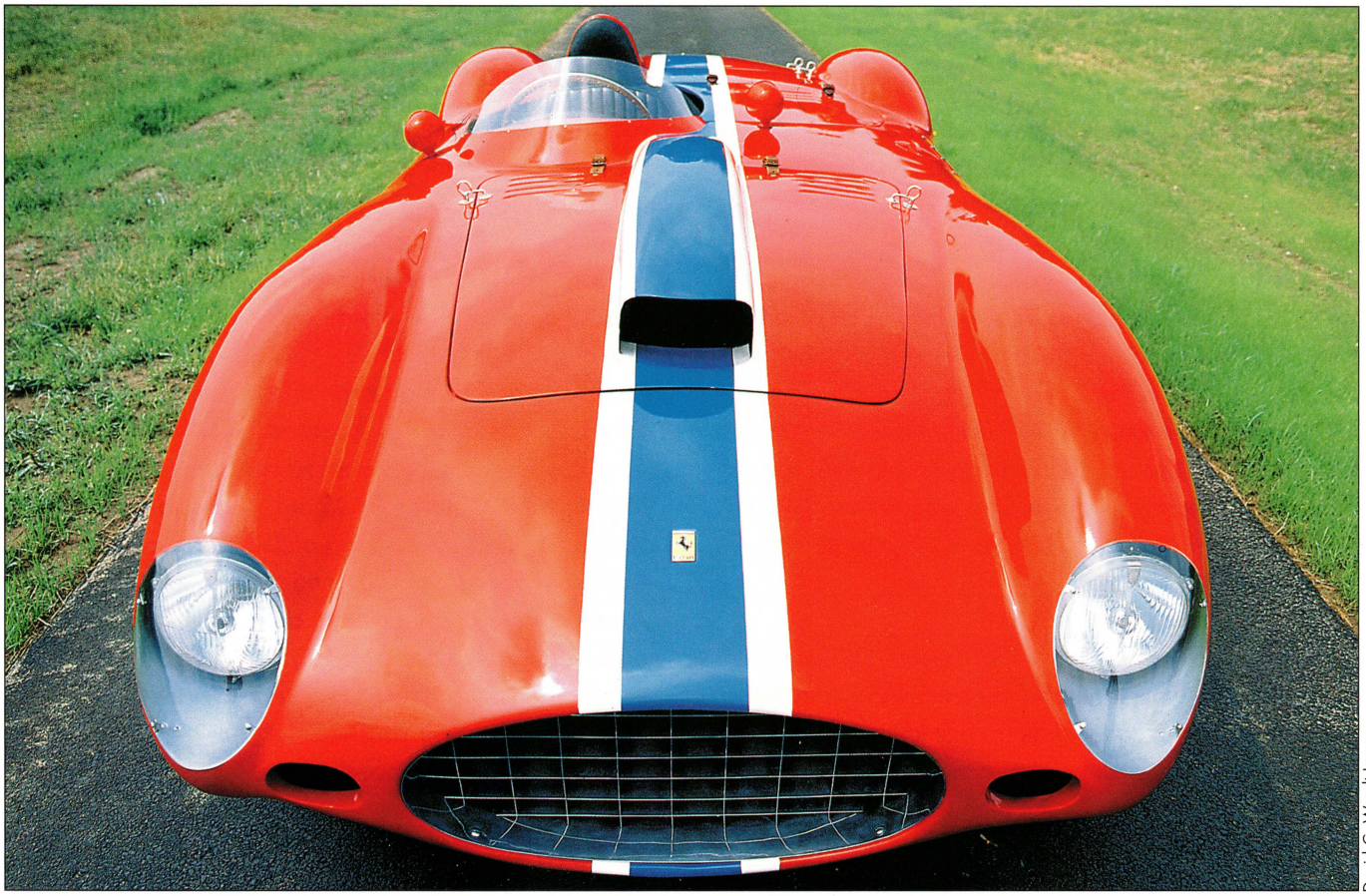
It was the perfect place for the big 410 to win. Tony Parravano loved the upscale restaurants and nightlife of Palm Springs, and its association with the Hollywood elite. His team won eleven main events over the years, and five of those were at Palm Springs. On race weekend evenings, he would assemble a large group of drivers, mechanics, promoters and hangers-on, in addition to his own extended family. Drinks and food were on Tony in one of Palm Springs most prestigious restaurants. That February evening after Shelby's win was no different. The afterglow of the celebration didn't last long this time, as Shelby had driven his last race for Parravano and he moved on to other entrants, primarily John Edgar, another Los Angelino.

Tony next entered his Ferrari 500 Mondial and Maserati 300S at a professional race at Willow Springs in the spring of 1956. Since both the California Sports Car Club and the Sports Car Club of America were strictly amateur clubs, with strict rules against accepting prize money, they pulled Parravano's entrant licenses and he was absent from the tracks for the remainder of the year.

In early 1957, after reinstatement of his entrant's license, Tony dusted off two of his Ferraris and entered them at New Smyrna Beach, Florida in February. The cars didn't seem to have received much mechanical attention in the intervening year, and Richie Ginther drove Tony's 750 Monza to a retirement in the preliminary. The car couldn't be repaired for the final. Eric Hauser raced the 410 Sport to fourth in the preliminary. In the main, little-known Bart Spiegleman took over the 410 and was a DNF. It was said that Spiegleman had traded his time spent in preparation of the cars for the ride. Ironically, the New Smyrna Main was won by Carroll Shelby in John Edgar's 410 Sport, one of the two Factory cars originally built for Mexico that had raced in Argentina in 1956.

"Scaglietti created a low slung body with styling cues suggested by the customer, Tony Parravano. The car's body was extremely low with an ovoid front air intake, elongated tail and Parravano's trademark potato chipper side fender grilles. The hood scoop covering the Weber carburetors was huge, even by the standards of the day."

Like Shelby, Parravano's 410 had also run its last race for Tony. In April 1957, Parravano returned to Palm Springs, but s/n 0592 CM remained in the shop while Phil Hill won the feature in Tony's Ferrari 121 LM. Although Tony didn't know it at the time, that Palm Springs race would be his last. Hill's win was a great end to the Parravano era in American sports car racing.



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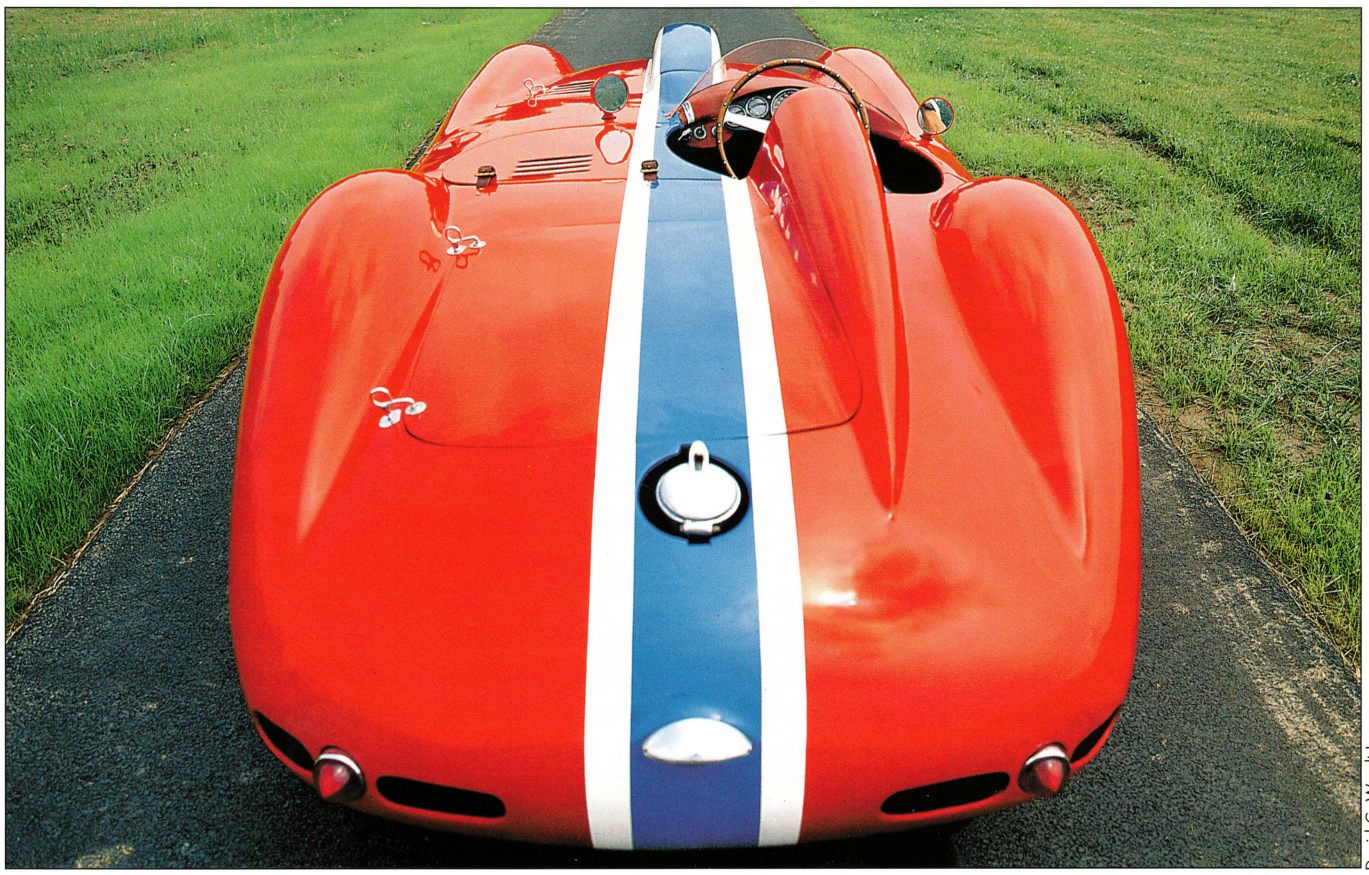

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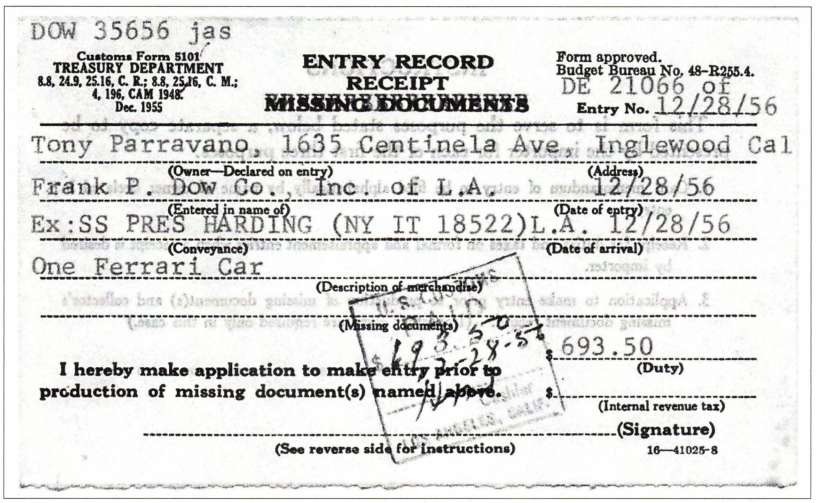
Parravano was involved in a tax dispute with the IRS and as it heated up, Tony's shop was seized and some of his cars were impounded.

Tony sensed what was coming and made a run for the Mexican border with part of his stable. Although the Feds intercepted some, others crossed the border, and Parravano achieved something Enzo Ferrari had not – he got the 410 into Mexico. It sat with other Parravano cars in a garage in Ensenada. In April 1960, Parravano didn't come home as scheduled on a Friday night before he was scheduled for a court appearance on Monday. He never reappeared.

The family later settled with the government and the cars stored in Mexico were sold. 0592 CM next surfaced in the fall of 1964, at a two day, 550 mile *Costa a Costa* race from Veracruz to Acapulco with an overnight stop in Mexico City. The driver was Juan Buchanan, but whether he was the owner is unknown. A Pennsylvania collector named Robert Dusek saw an article about that race in the February 1965 *Road & Track*. There was a picture of the 410, but Dusek only recognized it as a Ferrari. He made a mental note that there was an unidentified 1950s sports racing Ferrari somewhere in Mexico.



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Frank P. Dow Co., Inc. of L.A. 12/28/56
(Entered in name of) (Date of entry)

Ex:SS PRES HARDING (NY IT 18522)L.A. 12/28/56
(Conveyance) (Date of arrival)

One Ferrari Car
(Description of merchandise)

(Missing documents)

I hereby make application to make entry prior to production of missing document(s) named above.

$ 693.50 (Duty)

$ (Internal revenue tax)

(Signature)

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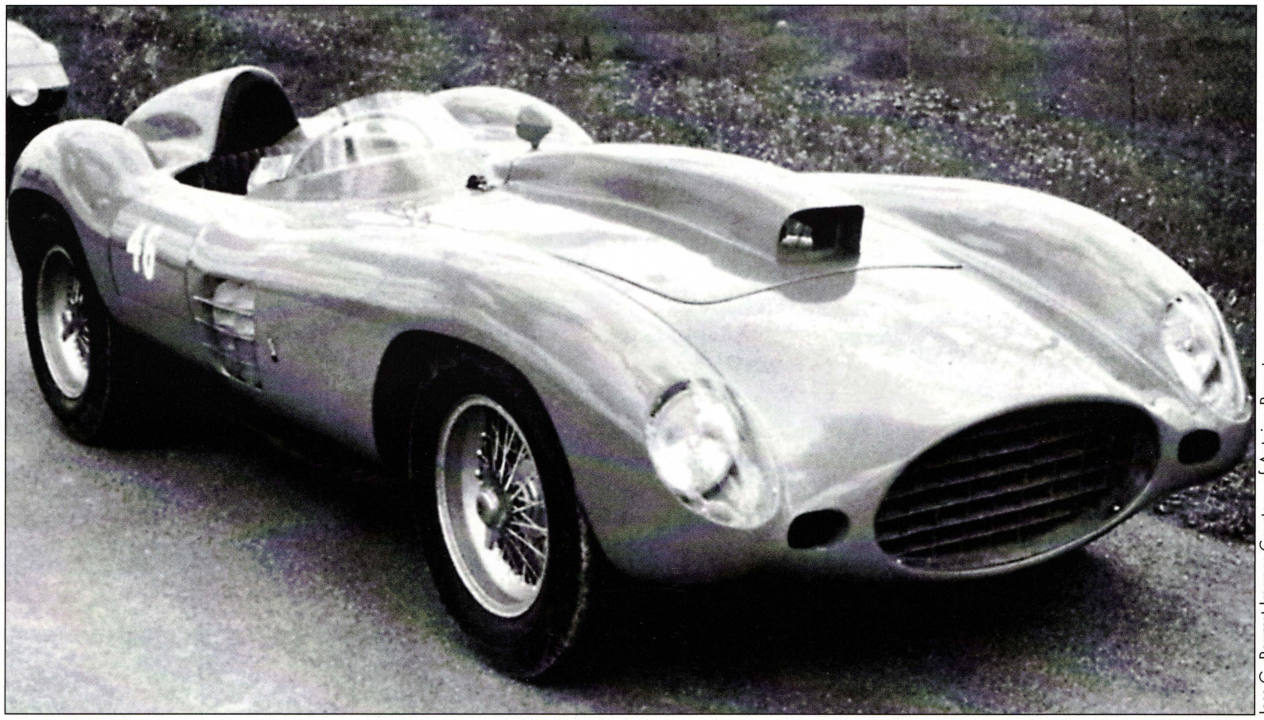
In March 1969, Dusek placed an ad in *Competition Press*, the predecessor to today's *Autoweek*, looking for an early Ferrari Grand Prix car. He received a note from Javier Velasquez, a Mexican well connected in motorsports circles as one of the organizers of the Mexican Grand Prix. He informed Dusek that he didn't have a fifties Ferrari G.P. car, but he could offer a Maserati 250F, another Grand Prix car from that era. The Maserati was 2525, winner of the 1956 Italian Grand Prix and one of the cars Parravano had taken to Mexico. Dusek and Velasquez agreed on a price, but Dusek really wanted a Ferrari. He mentioned the situation to legendary Ferrari auctioneer [and exotic car broker] Kirk F. White, who completed the transaction and immediately turned the Maserati. The buyer was Carl Bross, a Detroit jeweler who was one of the first serious Ferrari collectors in the U.S.

Velasquez again wrote Dusek, in September 1970, this time offering a 410 Sport Ferrari. Bob's mind's eye immediately pictured the *Road & Track* piece on the *Costa a Costa* and he realized that the 410 was probably the car in the picture. This was confirmed when Velasquez said that the 410's transmission was out of the car. It had been damaged in the *Costa a Costa* event.

Most Ferrari historians have Kirk F. White in the chain of ownership for s/n 0592 CM, but Dusek dealt directly with Velasquez and White was not part of this transaction. Dusek was wary of doing the deal in Mexico because complications could arise upon export of the car. He arranged to put down part of the purchase price and to pay the remainder just before the car was delivered on the U.S. side of the border. Meanwhile, he dispatched Helmet Brandt [Dusek's long time mechanic] to pick up the car.

On June 13th, 1971, Velasquez had flown his plane from Mexico City to McAllen, Texas, rented a car and crossed the border into Reynosa where the 410 was stored. He then towed s/n 0592 CM into America and simply unloaded it in front of the customs house in McAllen, where the car sat unattended for a week with the transmission in the driver's compartment. When Brandt finally arrived, he was amazed to find that nothing on the car was missing. In the *Road & Track* picture, the car was colorfully painted with advertisements in the tradition of the Carrera Panamericana. When Brandt found it, there was no trace of its earlier life; it was simply an all over dull red.



Jess G. Pourret Image; Courtesy of Antoine Prunet

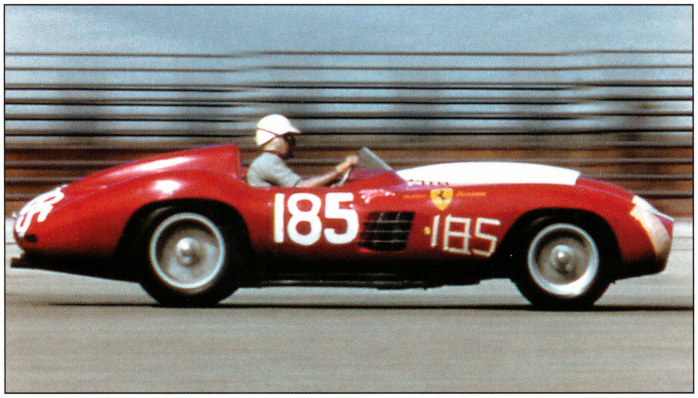
The 410 Sport, s/n 0592 CM, somewhere in time, after its Mexican adventure, but before restoration.

With the car paid for and in Pennsylvania, Dusek was breathing a little easier. Then, a phone call arrived at Bob's office. It was a Mr. Rovello from U.S. Customs who wanted to see the car. There was a sense of urgency and an appointment was made for later in the day. Dusek's mind raced as he thought of rumors he had heard about Parravano's supposed drug smuggling and other evil doings. Subsequent research by the author in various Federal records proved that Federal charges against Parravano were limited to tax matters, but Dusek had no way to know that then. When the agent arrived at the house, he turned out to be more interested in whether any contraband had come in with the car and whether the proper duty had been paid. There was no mention of Tony. Luckily, Velasquez had provided Dusek with paperwork with included proof that Parravano had paid duty when he first imported the car. The agent was satisfied and left. The search that had germinated from the *Road & Track* race report was officially over.

Dusek has now owned the car for thirty four years, and used it extensively for vintage racing and track days. After the restoration, he remembers being somewhat intimidated by the size and aggressive stance of s/n 0592 CM as he prepared to drive it. "The noise and wind in the face made for a remarkable ride. The car felt overpowered, but the brakes worked well when warm – up to a point. It isn't smooth or easy, like my 250 TR was. The TR just floated around the corners. The 410 has to be muscled through the bends, but it has great character and provides a driving experience unlike anything else I've driven." Bob has driven the car on such varied courses as Watkins Glen and Philadelphia's Fairmont Park. The tightness of the latter and the size of the 410 leads Bob to say, "That was one of the two races I've driven that I wondered afterward why I'd done it. The car was just impractical for the course."

So the old warrior rests among Dusek's collection, having found the best caretaker possible. The throaty 4.9 liter V-12 still occasionally screams at vintage races, and the crowd appreciates her as much as it did in her abbreviated first life. For the foreseeable future, this Ferrari, with its fabulous life story, has a storybook home.

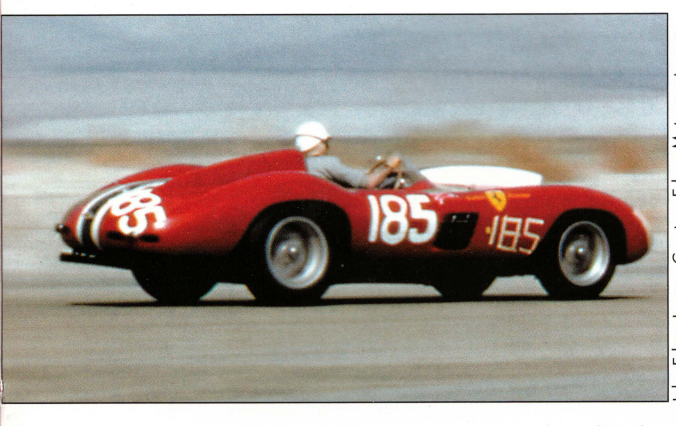
Michael T. Lynch is a leading automotive historian, with much expertise in California racing. He is author of the award winning book "American Sports Car Racing in the 1950s," and is considered an expert on Tony Parravano and his cars.



John Edgar Images; Courtesy Edgar Motorsport

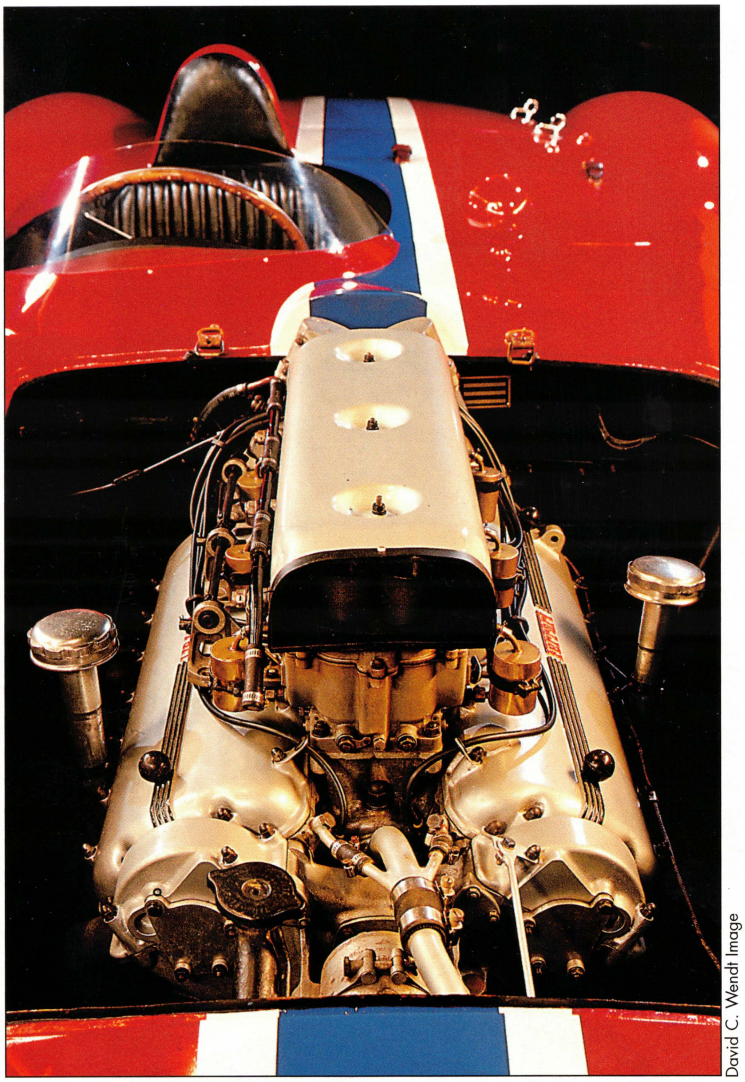
Above, Carroll Shelby in the 410 Sport, s/n 0592 CM, at Palm Springs on February 26, 1956, where he won the Main Event. These images were taken by John Edgar using 16 mm movie film. His son William had them preserved and digitized for future historians and enthusiasts.

David C. Wendt Image

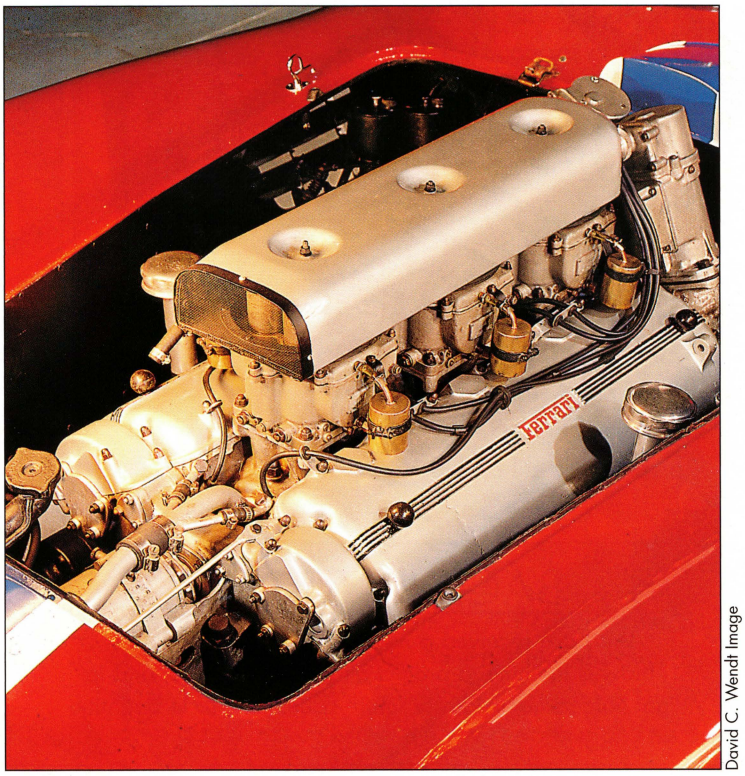


John Edgar Image; Courtesy Edgar Motorsport

Right, five enormous liters, 380 horsepower, three 4-barrel Weber carburetors – no wonder it's been described as a handful.



David C. Wendt Image



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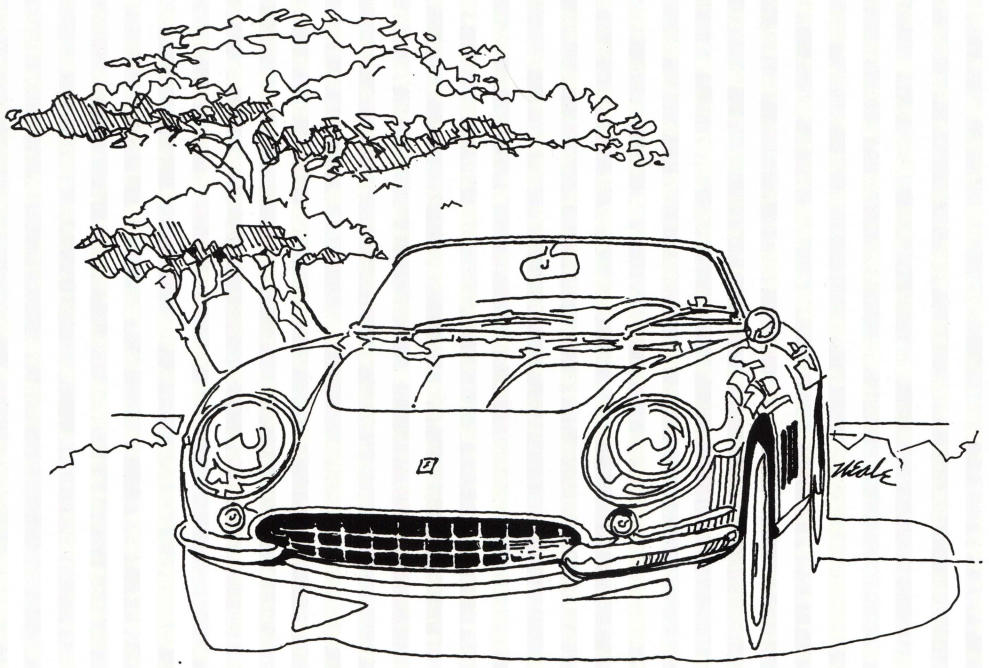

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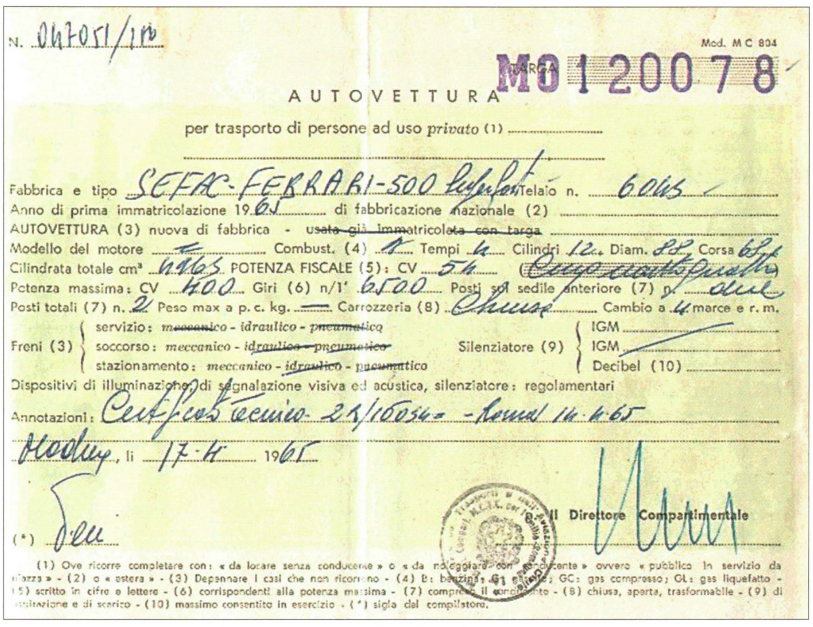
ONE LIFE, TWO OWNERS

THE 500 SUPERFAST S/N 6043 SF

ITS QUIET AND SECRETIVE LIFE REVIEWED BY PETER DEN BIGGELAAR



N. 047051/IM

Mod. M C 804

AUTOVETTURA MO 120078

per trasporto di persone ad uso *privato* (1) .....

Fabbrica e tipo SEFAC-FERRARI-500 Superfast Telaio n. 6043

Anno di prima immatricolazione 1965 di fabbricazione nazionale (2) .....

AUTOVETTURA (3) nuova di fabbrica - ~~usata già immatricolata con targa~~ .....

Modello del motore 130 Combust. (4) B Tempi 4 Cilindri 12 Diam. 88 Corsa 68

Cilindrata totale cm³ 4963 POTENZA FISCALE (5): CV 54 (~~Euro~~ ~~Austria~~)

Potenza massima: CV 400 Giri (6) n/1' 6500 Posti sul sedile anteriore (7) n. due

Posti totali (7) n. 2 Peso max a p. c. kg. — Carrozzeria (8) Chiusa Cambio a 4 marce e r. m.

Freni (3) { servizio: ~~meccanico~~ - idraulico - ~~pneumatico~~ / soccorso: ~~meccanico~~ - ~~idraulico~~ - ~~pneumatico~~ / stazionamento: ~~meccanico~~ - ~~idraulico~~ - ~~pneumatico~~ } Silenziatore (9) { IGM — / IGM — / Decibel (10) ..... }

Dispositivi di illuminazione di segnalazione visiva ed acustica, silenziatore: regolamentari

Annotazioni: Certificato tecnico 22/16054 - Rome 14.6.65

Modena, li 17-6 1965

(*) Dell

Il Direttore Compartimentale

(1) Ove ricorre completare con: « da locare senza conducente » o « da noleggiare con conducente » ovvero « pubblico in servizio da rimessa » - (2) o « estera » - (3) Depennare i casi che non ricorrono - (4) B: benzina; G: gasolio; GC: gas compresso; GL: gas liquefatto - (5) scritto in cifre e lettere - (6) corrispondenti alla potenza massima - (7) compreso il conducente - (8) chiusa, aperta, trasformabile - (9) di aspirazione e di scarico - (10) massimo consentito in esercizio - (*) sigla del compilatore.

MINISTERO DEI TRASPORTI E DELL'AVIAZIONE CIVILE
ISPETTORATO GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

L'ISPETTORATO DELLA MOTORIZZAZIONE CIVILE
di MODENA

Viste le norme del T.U. approvato con D.P.R. 15 giugno 1959, n. 393

Visto (1) { ~~la dichiarazione di conformità~~; / l'esito della visita e prova; / ~~la precedente carta di circolazione~~; }

Immatricola nella Provincia di MODENA con il numero MO 120078

AUTOVETTURA descritta nella pag. 3, acquistata ad uso ... rilascia la presente carta di circolazione al proprietario James Edward Hanson e a. residente in Hurstbourne Priors (Hants) via ... Casa di campagna

MODENA li 17 GIU. 1965

IL DIRETTORE COMPARTIMENTALE

Lire 437767

120078 6043 Diam. 88 Corsa 68 Cambio a 4 marce e r.m. IGM IGM Decibel (10) Direttore Compartimentale 437767

Ferrari

OFFICE OF
MR. J. E. HANSON
27 AUG 1965
RECEIVED

BRIEF INSTRUCTIONS FOR OPERATIONS AND MAINTENANCE
500 SUPERFAST FERRARI IN ADVANCE OF OFFICIAL
PRINTED INSTRUCTION MANUAL

		Front	Rear
Wheelbase 104 1/4"	Suspensions		
	Track	55"	54½"
	Camber	+40' & +1°10'	0°
	Toe-out	0 & 1/16"	0 ins

These measurements should be made in static laden condition, i.e., the car with full fuel tank and with two persons on board.

Recommended lubricants

Engine	Oil sump capacity 2,6 Imp. Gallons
Oil	SUMMER: Shell X 100/40 - WINTER: Shell X 100/30 +15-5C° Shell X 100/20 below -5C°
Gearbox	Capacity 5 3/4 pints - Oil: Shell Spirax EP 90
[illegible]r axle	Capacity 3 pints - Oil: Shell Spirax EP 250
Brake fluid	Shell Donax B SAE 70 R3 or Dunlop Racing Fluid.

Fuel tank capacity 22 Imp. Gallons - Recommended fuel: Super 98/100

Cooling circuit

Capacity	25 pints
Up to -10C°	add 5 1/4 pints antefreeze solution
Up to -30C°	add 10½ pints antefreeze solution

Recommended antefreeze solution: Shell.

N.B.- Check the water level in the radiator only when the engine is cold. Never open the radiator tap when the engine is hot.

PIRELLI tyres 210 x 15 HS	Pressures Front	Rear
For normal use up to 130 m.p.h.	33 lb/sq.in.	37lb/sq.in.
Over 130 m.p.h.	40 lb/sq.in.	40lb/sq.in.

Anchorage points for lifting the car.

To lift a front or a rear wheel of the car, remove the appropriate chrome plated plug in the sill of the body and insert tha jack and raise the car. Before lifting the car ensure that the handbrake is on.

N.B.- The wheel nuts must be loosened before lifting the car.

Heating system

On the dashboard there are four levers: lowering the extreme right and left ones supplies air to the windscreen.

At left, a charming page of instructions for the care of Superfasts, simple and concise, one mechanic talking to another. Note that it is in English, and also note the title – these short instructions will suffice until a proper printed instruction manual is published.

Facing page below, the Italian registration papers for the 500 Superfast, s/n 6043 SF, in the name of Lord Hanson, on 17-4-65.

PETER DEN BIGGELAAR IMAGE

PETER DEN BIGGELAAR IMAGE

The 500 Superfast is arguably Ferrari's grandest road car ever built. It seems that the possibility of Ferrari building such a limited edition luxurious tourer again isn't very likely. Only the 550 Pininfarina Barchetta and 575 M Superamerica are made now in small numbers, but even these by far exceed the number of Superfasts made.

In total, thirty seven examples were made of the 500 Superfast, including the prototype s/n 5951 SF. Today, all the existing examples are accounted for with only two being destroyed – s/n 6049 SF and 6345 SF. The Superfast was a Ferrari designed for a select clientele, with their own wishes and demands. This makes it a rare type, not only because of its limited production run, but also because many of them feature small personalized items, even though the overall design was the same for all thirty six production cars. Most of these fine and elegant grand tourers have had longtime owners in their lives, which is easy to understand when you look at the beautiful design, and with the five liter V-12 engine which was really very well suited for grand touring.

The example featured in this article, s/n 6043 SF, typifies all of the above. The current owner, Jonkheer Edgar J.G. Schermerhorn from The Netherlands, is only its second owner. The first owner, Lord James E. Hanson from Great Britain, had it for more than thirty five years! When Mr. Schermerhorn bought the car at the Bonhams' auction in Gstaad on December 19, 2000, it came with a very interesting documented history – especially how Lord Hanson bought the car is well worth telling.

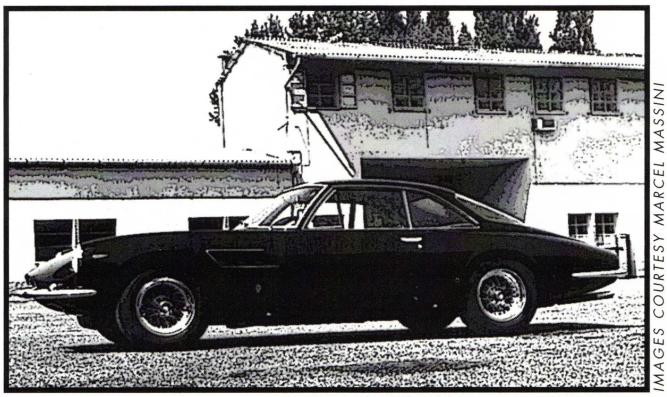
One day, Lord Hanson was staying at the Hotel du Cap d'Antibes when he met a fellow guest from Italy who had arrived with a Superamerica. Lord Hanson was very attracted to this beautiful Ferrari, so he asked Sergio Pininfarina, whom he knew very well, about ordering a Superamerica. Sergio told him Ferrari had just switched to the Superfast model, so Lord Hanson went along with that.

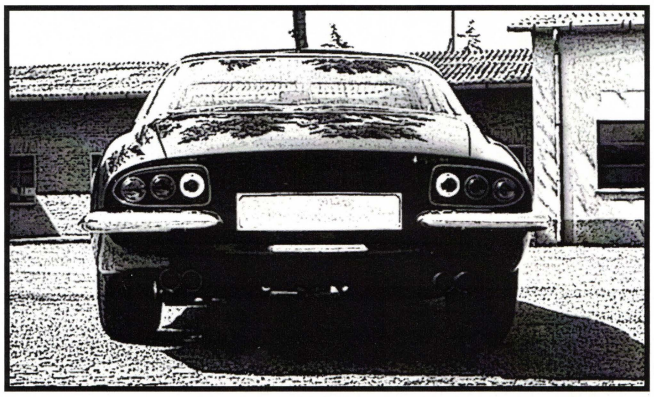
It is interesting to note how good the relationship between Lord Hanson and Sergio Pininfarina must have been, as a little later in time Lord Hanson persuaded Rolls Royce to allocate a Bentley chassis to him on which Pininfarina crafted a unique body.

Lord Hanson was introduced to the Superfast at the 34th International Geneva Motor Show in March 1964, where the prototype was shown for the very first time. Among the documents accompanying s/n 6043 SF is a very simply typed leaflet made by Pininfarina announcing which cars designed by this famous carrozzeria were to be exhibited at the show, as well as a simple typed brochure in which Pininfarina describes the car as a "Ferrari 500 Superfast special coupe two seater." On this brochure, Lord Hanson made some handwritten notes about how he wanted his Superfast to be delivered. Most notably is the remark that he didn't want to have any name, plaque or horses on the car. He literally wrote, "this car doesn't need them." He also wanted the car in dark green with black upholstery. As you can see in the pictures, it is indeed a very dark green – almost black.

The car was ordered on the 16th of May 1964 for the price of $20,000.00 with a deposit of $2,000.00. For this money, the order bill stated that the car was to be delivered with five chrome wheels with tires. We are sure Lord Hanson must have been pleased about that!

He wasn't so pleased about the way the delivery took place, however, in typical Ferrari style. Lord Hanson drove from his villa in the south of France all the way to Modena to collect his car on the agreed date, when Enzo Ferrari himself wanted to see him. It turned out that the car wasn't yet finished, and, as if this was normal procedure, Enzo Ferrari asked Lord Hanson to come back in a few weeks because he had to make some change to the braking system and other parts. Reluctantly, Lord Hanson had to accept this, and he returned home without the





IMAGES COURTESY MARCEL MASSINI

Three artistic views of the 500 Superfast, s/n 6043 SF, in the Ferrari Factory courtyard, stated to be at around the time the car was completed, and before it was stored at Pininfarina.

much anticipated Superfast.

When it was finally ready, it was first registered on Italian license plates MO 120078 on the 17th of April 1965, and it spent the first part of its life stored at Pininfarina. Before this, photographs were taken of the car in the famous Ferrari Factory courtyard at Maranello.

In 1972, it was registered on British license plates KYY 65C after having covered only 7,820 miles. Lord Hanson had bought the car for continental driving, hence the left hand drive position, but his business endeavors required him to fly around the world instead. Thus, when it was finally offered for sale at the Bonhams' auction, it had covered only 12,288 miles. Most of those miles were used to go for its annual MOT test.

One can imagine that this is a very fine example, with such low mileage and being kept in such caring hands. It's only reassuring that the new owner, Mr. Schermerhorn, has all the intentions of preserving it as fine as it is. Luckily for us Ferrari enthusiasts, he doesn't want to store it, and so it was already shown by Mr. Schermerhorn at two occasions – one of which was the Concours d'Elegance at Paleis Het Loo in Apeldoon, The Netherlands, where it won the Best of Show Award, and rightfully so.

Being maintained meticulously by Lord Hanson through Maranello Concessionaires, it doesn't show its age when being driven. Albeit an elegant design, it's still a big car but the engine deals well with it easily, and when pushed, there's that unmistakable V-12 sound which strengthens and enhances the feeling of power.

A true Ferrari then, and one we're sure the owner will enjoy because of its beauty and power alike. We would like to thank Mr. Schermerhorn and Lord Hanson for their cooperation for this article, and Marcel Massini for his invaluable data.

Peter Den Biggelaar is an enthusiast in Europe, who was able to win over the present owner of this car and allow it to be shared with you. He also showed extraordinary patience waiting for this article to be published.

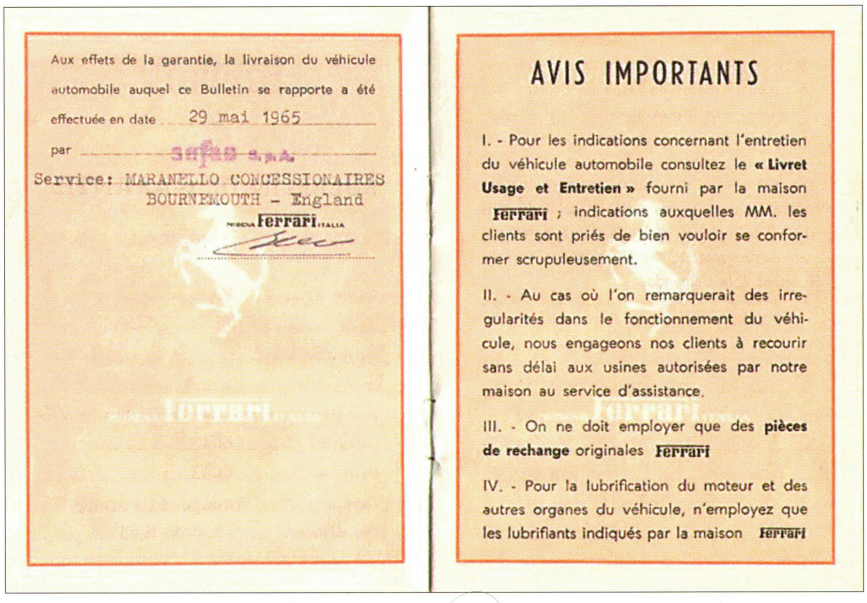
PETER DEN BIGGELAAR IMAGE

PETER DEN BIGGELAAR IMAGE

1964 500 SUPERFAST PININFARINA, S/N 6043 SF... COMPILED BY MARCEL MASSINI

Original exterior color:	Verde Scuro 19394 (Italver 883)
Original interior color:	Nero Franzi
Pininfarina Job number:	99590
Special features:	11th of a total of 36 units built, three air ducts, circular Carello turn signal lamps, LHD
Chassis type:	578
Engine type:	208

April 17, 1964	Pininfarina entry date
May 16, 1964	Ordered by Lord James Edward Hanson, London, England, through British importer Maranello Concessionaires Limited, order #144 March 31, 1965 Pininfarina completion date
April 8, 1965	Certificate of origin issued
April 14, 1965	Factory invoiced for Italian Lire 11,000,000 plus another Italian Lire 1,051,624 for extras to Hanson
April 17, 1965	Registered on Italian license plates of Modena "MO 120078", in the name of Lord James Edward Hanson, born at Huddersfield, England, on 20 January 1922, resident at Automobile Club of Modena
May 29, 1965	Factory delivery note signed by *Commendatore* Enzo Ferrari
1965-1972	Kept in Italy, mostly at Pininfarina's premises in Torino
1972	Mileage 7,820 miles
1972	Registered on British license plates "KYY 65 C"
2000	Still owned by first and original owner Lord Hanson
December, 2000	Mileage now 12,288 miles
December 19, 2000	Sold at the Bonhams & Brooks auction at Hotel Palace in Gstaad, Switzerland, Lot #105, estimated price Swiss Francs 370,000 to 500,000, to Dutch collector Edgar Schermerhorn (ISC Collection), Holland, who paid Swiss Francs 443,500 including commission
2001	Registered on Dutch license plates "AH-69-41"
September 2, 2001	Shown by Schermerhorn at the 3rd Concours Paleis Het Loo in Holland by Edgar Schermerhorn, won Best of Show, entry #082
January, 2002	Displayed during the MECC Show in Maastricht, Holland
July 6-7, 2002	Shown by Schermerhorn at the 2nd European Concours d'Elégance at Castle Schwetzingen near Heidelberg, Germany
June, 2005	Salon featured in *Cavallino* 147, June/July 2005 issue



Aux effets de la garantie, la livraison du véhicule automobile auquel ce Bulletin se rapporte a été effectuée en date 29 mai 1965

par Service: MARANELLO CONCESSIONAIRES BOURNEMOUTH - England

MODENA Ferrari ITALIA

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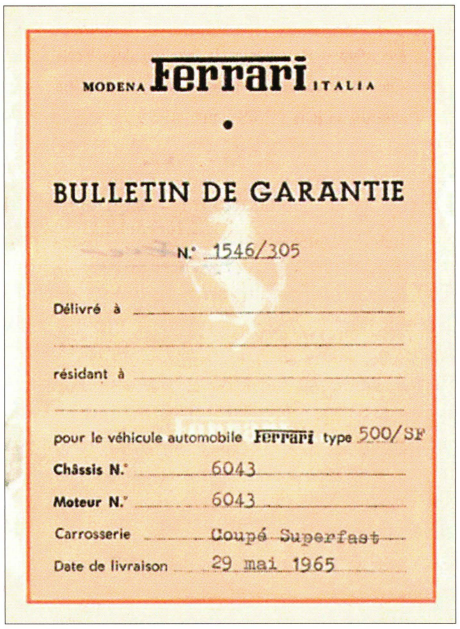

MODENA Ferrari ITALIA

BULLETIN DE GARANTIE

N.° 1546/305

Délivré à

résidant à

pour le véhicule automobile Ferrari type 500/SF

Châssis N.° 6043

Moteur N.° 6043

Carrosserie Coupé Superfast

Date de livraison 29 mai 1965

The warranty or "guaranty" as provided by Ferrari in those days.

THE DRAGONI INCIDENT

AND YOU THOUGHT MODERN GRAND PRIX RACING WAS HARDBALL. AN EXAMPLE FROM THE "GOLDEN ERA" BY CARLOS E. JALIFE-VILLALON

For the running of the IV Mexican Grand Prix in October of 1965, most drivers and crews arrive in the country between Tuesday the 19th and Wednesday the 20th, when the cars have already reached the "Autodromo Ricardo Rodriguez." Some drivers who arrived early during the previous weekend take Monday to travel 70 kilometers south to Cuernavaca, where Pedro throws a welcoming party, like every year before the Grand Prix, and organizes a Mexican style barbecue for his friends at his country home.

In Mexico, the same eighteen cars which ran at Watkins Glen will be attending the Grand Prix. The first surprise is for Bob Bondurant, who supposedly will run the third Ferrari, the V-8, but finds out that Ludovico Scarfiotti has been sent from Italy to take John Surtees' place, who is in London being treated after his accident at Mosport in the Lola T70. This change is thanks to team manager Eugenio Dragoni's request, who will not stop his promotion efforts on behalf of Italian drivers. The cars for Bandini and Scarfiotti will be the red 1512s, but Pedro will use the 158 with the white and blue stripes entered again by the North American Racing Team. This provides the Ferrari team with the perfect excuse to try the Firestone tires on his car since NART is not covered in the Ferrari agreement with Dunlop, and Pedro can test the products being offered for 1966 by the American firm.

On Thursday, new twelve cylinder engines arrive from Modena for the 1512s, and when the track opens officially on Friday, both the press and the Mexican public have great hopes for Pedro, because the magic of the Ferrari name has them fooled – they do not realize he will be driving an older model. Moises Solana, the other Mexican driver in the race, is not considered a favorite to win, unlike Pedro, because everyone knows he will drive the third Lotus, a type 25 chassis R6, the reserve car of the great Jimmy Clark, the almost eternal pole man in Mexico.

Pedro is not entirely happy about driving the third Ferrari car and Don Pedro, his father, is furious with the Italians. They both talk to Luigi Chinetti, the NART boss, about this state of things and Luigi, who's not too pleased himself, promises to bring it up with team manager Dragoni. The latter assures Chinetti that he has talked to *Commendatore* Ferrari, and has his full authorization to choose drivers and assign them cars as he sees fit.

Pedro tries the 158 with the Firestone tires and in a few laps has a 1'59.06" time on the five kilometer circuit, but complains that the Firestones lose their grip much earlier than the Dunlops. He goes out again with different sets and tries them, but in one of the sets, a harder one which takes longer to warm up, he loses the car in the Esses

"Pedro is not entirely happy about driving the third Ferrari car and Don Pedro, his father, is furious with the Italians."

and ends up in the barrier with a wheel gone after the heavy impact. The practice session for Ferrari is now in trouble when the car is taken to the pits and the mechanics find out about the huge job awaiting them in order to get the car ready for the next day's final qualifying session. Scarfiotti clocks a 2'01.84" in the 1512 and Pedro laughs to himself as he tells friends that maybe he needs to show the Italian the track, like he did in the U.S.G.P. with Bob. Bandini has no problems, however; he knows the track rather well and stops the watches in 1'57.71". The surprising Hondas go under 1'58" and drivers Bucknum and Ginther decide to swap cars and they go even faster with Ginther achieving a 1'56.48", and Bucknum a 1'57.88";

they seem to be the only team without problems. Clark destroys the new 32 valve engine, but Gurney uses his to good effect and has the provisional pole with 1'56.24". Clark uses Spence's car and is two-hundredths slower than Dan, while fellow Scot Stewart manages to break his engine too, and Attwood joins them in the club. Moises has fuel pick up problems, but is faster than Pedro and not too far from Spence, whose car is much newer. Brabham, in his own Brabham-Climax, quietly near the end becomes the fourth driver under 1'57".

The teams begin work on their cars as soon as practice is over to prepare themselves for the next day. Pedro knows his people will have to pull an all nighter to have the V-8 engined car ready, and after going home to take a shower, he will return to the track carrying a Mexican dinner for them. He is careful to leave the hot peppers as a side dish for the adventurous, and stays with the team for a while, dines with them, and offers moral support before going home to rest.

Saturday morning when the track opens for practice, the Ferrari 158 is not yet ready. The track is hotter, and drivers who venture out find it slower. Team Parnell and the Cooper cars seem to have misplaced their drivers, and frantic calls are made but Rindt, McLaren, Attwood and Ireland are lost. When they finally arrive, well into practice time, the explanation doesn't cut the mustard with Tim Parnell and he gets in an argument with Innes. It quickly escalates and Parnell fires the Scot, which in practical terms ends his career as a top F1 driver. Ireland stays in the pits, but Tim looks for a substitute and finds the unlucky Bondurant, who made the trip only to find Dragoni had sent for Scarfiotti without notifying him. His luck takes an upward turn and he is offered the Lotus-BRM, and he promptly starts going round near the 2'00" mark. That's 1.5 seconds less than Ireland's Friday time. The fight for the pole becomes tough, and several drivers have excur-

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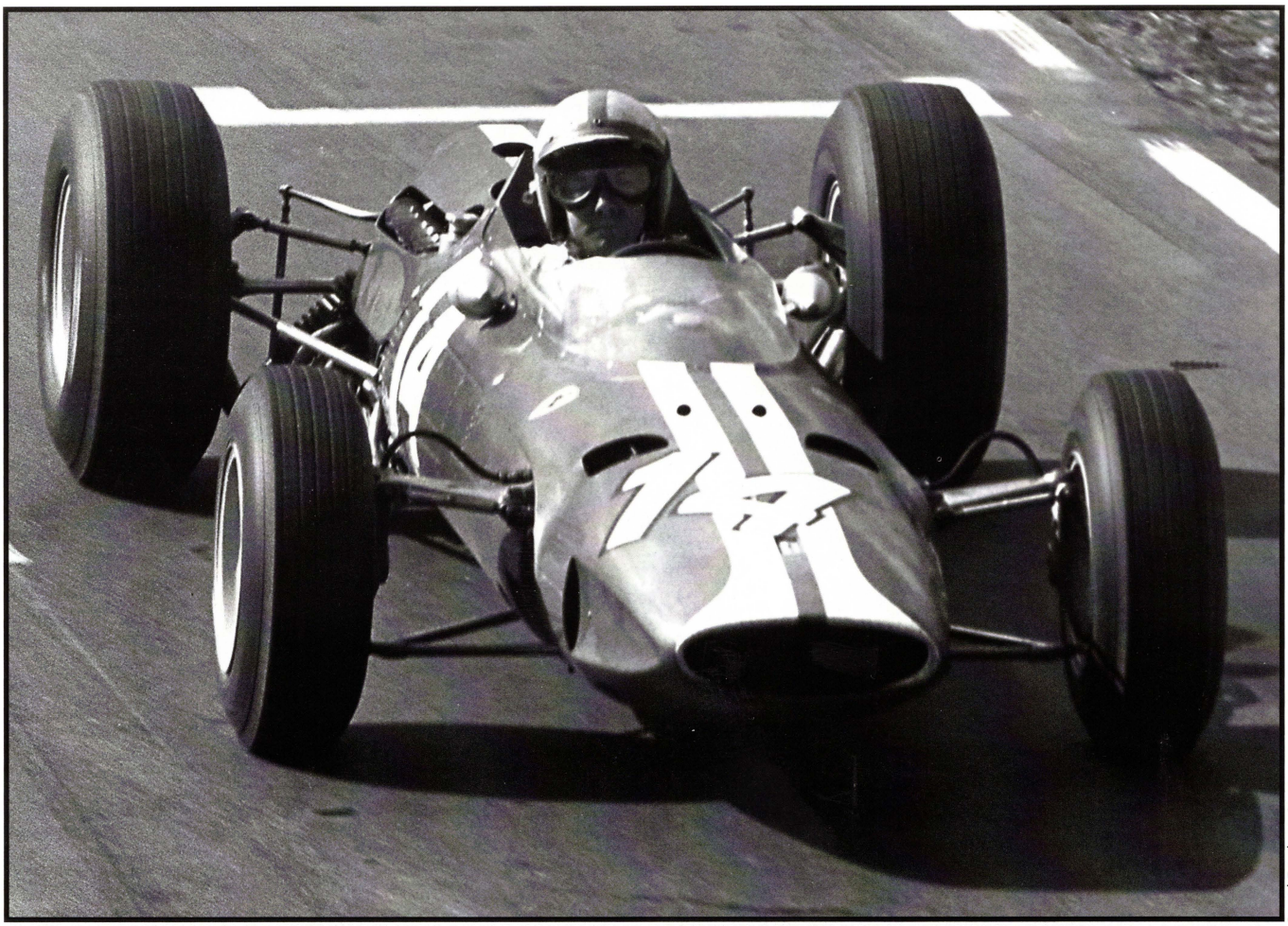

David Friedman Image

Pedro Rodriguez in the 1512, s/n 0008, at the Mexican Grand Prix in 1965.

sions into the grass with the usual suspension breakages. Stewart, being the most affected because his BRM is really damaged, will have to use the spare for the race.

Bucknum has problems with the Honda and parks the car on the circuit. He carries his smoking seat with him back towards the pits and when it becomes too hot to carry, he dumps it next to a soldier. The surprised military man takes action, emptying his rifle into the thing as a cautionary measure, with all this witnessed by several highly amused journalists.

Clark completes a *tour de force* minutes before the end of practice and achieves his sixth pole of the year with time that is a bare seven-hundredths less than Gurney's Friday time. Ginther and Brabham cannot improve either, and stay on the second row of the grid, still the only ones to get under 1'57".

Pedro is mostly a spectator, watching Bandini improve by four tenths and Scarfiotti getting down to 1'58.93". When it seems obvious that Ludovico will not improve, Pedro asks for a chance to try the 1512 and in five laps he equals his Friday time of 1'59.06", but the session is over before he can improve it. Hill (BRM) and Spence (Lotus) make the third row, while Bandini and Stewart are partners on the fourth. Moises gains a very good 1'57.55" to lead Bucknum on the fifth row, leaving privateers Siffert and Bonnier in the sixth. Scarfiotti and Pedro make an all-Ferrari seventh row. McLaren and Rindt have an all-Cooper eighth, and Attwood and Bondurant an all-Parnell ninth, these two being the only ones not to break the 2'00" mark.

The Ferrari mechanics keep working on the 158 all afternoon, but Dragoni starts telling anyone within sight that the car might not be ready for the race, and this news comes as hard as a cold shower for the Rodriguez family. Pedro goes home to change and, again, brings dinner to the hard working members of the team. They have the car fixed, but they do not have enough equipment and spares, and they fear the car will break at the end of the long straight in the Spiral turn, or over one of the notorious bumps on the circuit. Pedro returns home and thinks about phoning Don Enzo but it is too early in Italy. Pedro doesn't want to go to sleep late, since he needs to be well rested for the race, so he only prays for some good news Sunday.

Sunday, October 24th, is sunny, and in the morning there are several national Tourism races. Pedro arrives early, having taken Mass already, and while the preliminary races rage on, in the Ferrari pits there is an angry confrontation between Dragoni and Don Pedro, with Chinetti trying to mediate and translate while Pedro too helps to translate the ever angrier complaints of his father. Don Pedro, as a good protecting father, wants Pedro to use the second 1512 since the V-8 cannot be repaired safely. Dragoni is opposed and argues that Scarfiotti recorded a better time so the Italian should get the car. Don Pedro counters that the comparison is invalid, because Pedro only managed

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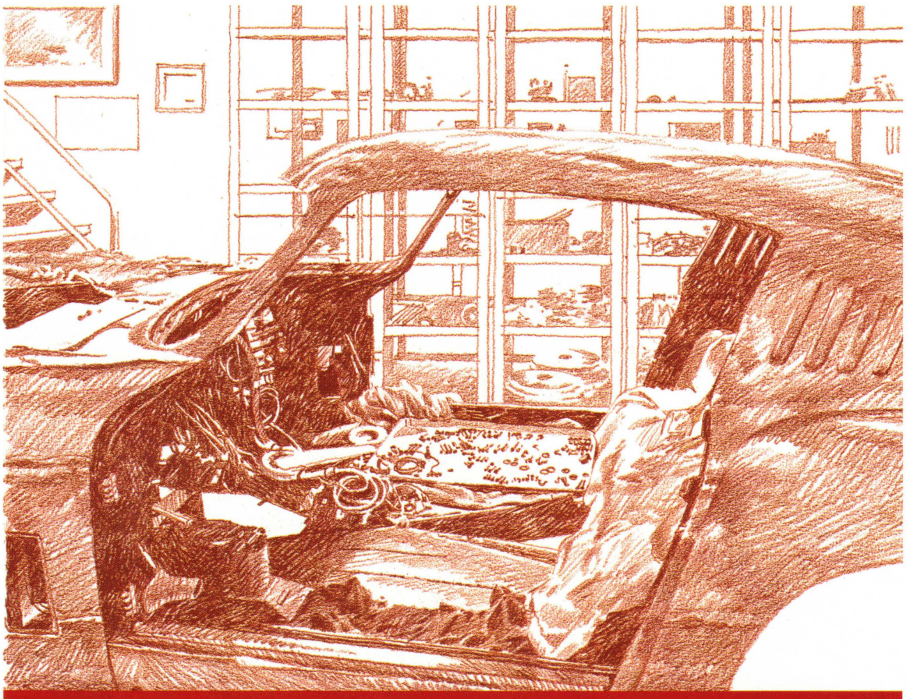

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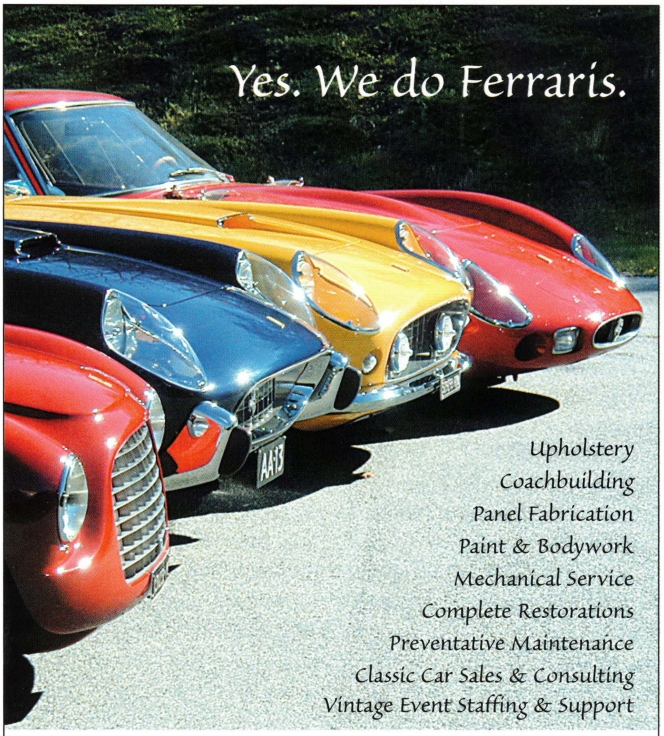

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a handful of laps in the borrowed car late Saturday, and that is not representative of his capabilities. He claims that the Friday times, when both had full practice time, are a better match and Pedro was faster than Ludovico then. The arguments go back and forth until Don Pedro loses his temper and starts shouting that Dragoni is not respecting the agreement about Pedro running the third car in North America with Surtees and Bandini doing the honors in the official ones. Since Scarfiotti is not Surtees, Pedro is next in line and has rights over the 1512.

Don Pedro's words need no translation and Chinetti tries to mediate although recognizing that Pedro has the right to run the car, and suggests calling the *Commendatore* in Italy and asking him to decide the issue. With this, he tries to scare Dragoni but the Italian doesn't fall for the trap, because he knows it isn't easy to locate Don Enzo on a Sunday, due to the time difference and the not-so-good telephone connection from the track. Chinetti plays another card insisting on the need of finding out about Firestone rubber, and that can only be possible if Pedro is the nominated driver because he is under no contract to the Scuderia and Dunlop. Dragoni feels threatened with this reasoning because he knows that for Ferrari tire selection for 1966 is vital, but refuses to accept the point and insists that he have full authority, refusing to change drivers.

Don Pedro, who has been holding his youngest son Alejandro (ten) by the hand and gripping it with increasing fury, whispers to Pedro "a son of a bitch, a son of a bitch and a half," and coolly asks the Italian that if he were missing, who'd be in charge of the team, but Dragoni doesn't understand the question. Don Pedro is very deliberate and says that if, as an example, Dragoni wouldn't have his passport, and the Mexican police were to search for immigration papers by some chance, and Dragoni couldn't prove that he was legally in the country, and was taken to jail until Monday when he could show all the proper documents to a judge, then who would Don Pedro have to talk to in order to arrange for Pedro to drive the 1512. Now Dragoni understands the question perfectly and thinks for a few seconds while Pedro starts to smile because of his father's obviousness. Dragoni knows about Don Pedro's reputation, and his political contacts in Mexico. He measures the threat, looks to Chinetti who turns around denying knowledge of whatever it was he heard, and finally surrenders, announcing that Pedro will race the 1512 and Scarfiotti will watch the race from the pits.

It is a wise decision which the organizers, Chinetti, and the rest of the team, support. Scarfiotti is told and he understands because he has been on the other side of the equation. Pedro immediately adjusts the car, s/n 0008, used by Bandini at Monza, to his physical shape since he is thinner and shorter than the Italian, and he supervises the changes made while the NART stickers and logos are applied to the car, and the Indy type Firestone tires Pedro will use in the race are shorn. Dragoni stays silent while the mechanics help Pedro who is watched intently and quietly by his brother Alejandro in each and every movement. Pedro finishes with the last details, then climbs in and checks the changes, approves them and thanks the mechanics for their help. Chinetti gives a few more instructions and Dragoni will stay curiously subdued for the rest of his stay in Mexico. Pedro climbs out of the Ferrari and goes out to do a round of the pits, greeting people and local drivers, signing autographs and allowing fans to have their pictures taken with him.

"In the Ferrari pits, there is an angry confrontation between Dragoni and Don Pedro, with Chinetti trying to mediate and translate."

"Don Pedro is very deliberate and says that if, as an example, Dragoni wouldn't have his passport..."

Races take place with endless parades of cars, and the traditional drivers meeting is routine. There are many officials from the new government attending the Grand Prix, and former president Lopez Mateos is almost unseen. Drivers stand in line for the traditional introduction to the high ranking government officials and once it finishes, Pedro shakes hands briefly with Moises and they wish each other luck. Then Pedro goes to receive the blessing of his mother Dona Conchita, says goodbye to his wife Angelina, to Don Pedro and Alejandro, and then isolates himself for a few minutes before the start. Once the preliminary races are done, he starts the engine of the Ferrari for a few seconds and takes Alejandro inside for a ride while the mechanics push it to the grid. Finally, he puts on his helmet and walks behind the car while people start cheering him as soon as they recognize the silhouette in the gray helmet – Mexico's favorite son.

The organizers have altered the grid because of Scarfiotti's absence and Pedro is now thirteenth, with those behind gaining one place. In the Honda pits, the mechanics have exchanged the numbers on Ginther's and Bucknum's cars in order to let them use the car they achieved their best time with, and this allows the man from Hollywood to keep his third place. The cars leave for the warm up lap, but Clark is having engine trouble. They stand on the dummy grid and slowly watch the time announcements appear.

Finally, they advance and then the flag falls to start the 65 lap race. Ginther takes advantage of Clark's slow start and leads the parade while Stewart dribbles past Spence and Hill to take second, and Gurney gets by Spence too. By the end of the first lap, Honda is almost three seconds ahead of BRM. Bandini is now fifth having displaced Hill, while Brabham and Pedro follow closely. After a large gap comes the next group led by Siffert, including the Lotuses of Clark and Moises, the Mexican about to take the place of his team leader. Up front, Spence decides to attack since Clark is nowhere to be seen and gets by Stewart whose clutch is starting to fail. Hill retakes Bandini and Gurney and then goes for Stewart who falls behind Gurney too. Brabham stops at the pits for a rocker box gasket and it take almost three laps to correct. Pedro closes on his team leader and Siffert joins the battle for sixth. At the end of lap 9, Clark retires with the engine about to go, and surprisingly, Ginther keeps moving away from the pack. Spence holds a steady second, but Hill is barely containing Gurney and

►

Dan finally makes the pass on lap 12. Stewart is another barely holding his place, but the furious battle between Bandini and Pedro gives him a bit of space. By lap 14, Pedro is sixth but Lorenzo takes the place back and they pass and repass unlike team mates. Gurney takes Spence on lap 17, but goes wide at the Spiral on 18, allowing the Brit to gain back his place but Dan will not be denied and by lap 20 is second again. Now he starts to pull away, trying to catch his buddy Ginther.

McLaren quits by lap 26 having trouble with the gearshift, and Bob Bondurant goes next after breaking the rear suspension of his Lotus-BRM on lap 30. By half race, Ginther has a clear advantage of slightly over eight seconds and Gurney is almost twenty in front of Spence, with Hill another ten seconds behind in fourth. Stewart has Bandini and Pedro at bay, but the pressure is too much for the Italian and he goes wide in the Esses, spins and touches one of the half tires (filled with concrete) which mark the boundaries of the track, damaging the nose cone and having to stop at the pits to get a new one. Pedro is sixth, but has no time to celebrate for his engine goes sour and he too has to stop. The Ferrari pits are soon busy with Lorenzo having the nose job and Pedro having a faulty rectifier changed and a new battery fitted. They go out at about the same time and renew their battle although three laps in arrears in places thirteen and fourteen.

Siffert puts the pressure on Stewart and gets by him, and now comes Moises who relegates the Scot to seventh with 30 laps to go. Bucknum gets by Jackie next lap and the Scot decides to retire. Three laps later, it is Brabham's turn to rest when his engine develops an oil leak and the Ferrari duo gets by him easily. Rindt quits on lap 40 with ignition trouble and Bonnier has trouble with his front suspension four laps later, leaving Pedro tenth but trying hard to gain Bandini's place. Moises keeps improving as laps go by, and now has Siffert under attack and gets the Swiss' fifth place just before lap 50 while people cheer heavily for him. Now the Mexican has his sights on Hill and closes at about a second a lap. However, it is not to be and on lap 57, he is in the pits with the engine misfiring and nothing can be done. People give him a standing ovation when he climbs out of the Lotus, and Hill quits when his engine gives up the ghost on lap 57.

Gurney tries his best to catch his buddy and clocks 1'55.84", faster than Clark in practice, but Ginther is in control. People cheer the tall American who won last year, but this time the battle will go to the short American. Bandini's Ferrari shows signs of overheating and Pedro catches him, and by lap 61 takes seventh place but Attwood is about two laps in front and nobody can recover from such a disadvantage. Ginther finishes 65 laps in 2 hours, 8 minutes and 32.1 seconds, with Gurney 2.89 seconds behind, about 100 meters. Spence is third, 58 seconds behind the former presidential candidate Gurney, and Siffert inherits fourth, another 54 seconds back. Bucknum is fifth and Attwood is sixth one lap behind, while Pedro and Bandini finish next with the Mexican in front.

For Ginther, it means giving Honda and Goodyear their first victory, and the guys from Akron have a 1-2-5 since they also equip Gurney and Bucknum. Dunlop gains a 3-4-6-8 placing and Firestone has, in Pedro, its sole representative achieving a seventh place. Pedro is happy, mission accomplished, and after the race is extensively debriefed by the Firestone and Ferrari technicians about the tires. He didn't receive any points this time but he was the first Ferrari home. At the prizegiving dinner banquet later that day, he is commended by several team managers and receives offers to do a full F2 season in Europe, with an option to run F1 by the second part of the season. He is not sure about that and gives thanks for the interest shown. As usual, he will take several friends to Cuernavaca and includes people from the Ferrari team but not Dragoni, who leaves the country with a sense of urgency.

"Dragoni measures the threat, looks to Chinetti who turns around denying knowledge of whatever it was he heard, and finally surrenders."

The season is over and though Pedro knows most teams have drivers and cars ready for the new season in 1966, he knows he has caught the eye of a few people and soon something interesting will come up. It is a question of waiting for the right offer, as Chinetti tells him. Luigi also will talk with Don Enzo and send him a report about Ferrari's performance in North America, to counteract any problems Dragoni might try to stir. Still, Pedro knows the doors of the Ferrari F1 team are closed to him as long as Dragoni is in command, because the Italian will never forgive Don Pedro's handling of him in Mexico. Chinetti assures Pedro that as long as he lives, there will be Ferrari cars for him to drive, even though they might only be in the Championship of Makes, and prophesizes that Dragoni will not last long at the Scuderia because everybody is sick of his imperial ways and he has made too many enemies. Pedro answers that may Luigi have the mouth of a prophet, but Dragoni is the least of his troubles, and what really worries the Rodriguez family is that business opportunities in Mexico seem to be drying up for them.

Carlos E. Jalife-Villalon is General Secretary of the Scuderia Hermanos Rodriguez (AC), an organization first founded by Pedro Rodriguez in the late 1960s to support his personal racing program and that of his brother Alejandro. It lay dormant for many years after his death until it was revived by Alejandro and a group of friends, and it was dedicated to increasing the knowledge and awareness of motor sports in Mexico. Carlos is also working on a biography of the Rodriguez brothers, and there is enough material so that two volumes are planned. The first will be titled "Rodriguez en Le Mans" and will cover the years they were there, from 1958 to 1971. The second will be simply "Los Hermanos Rodriguez" and will cover all their other racing activity. He is working from family files, as well from the reminiscences of all the brothers' friends, compatriots, co-drivers, team managers, etc. We will let you know when it is published, and the preceding article is an excerpt from the books.

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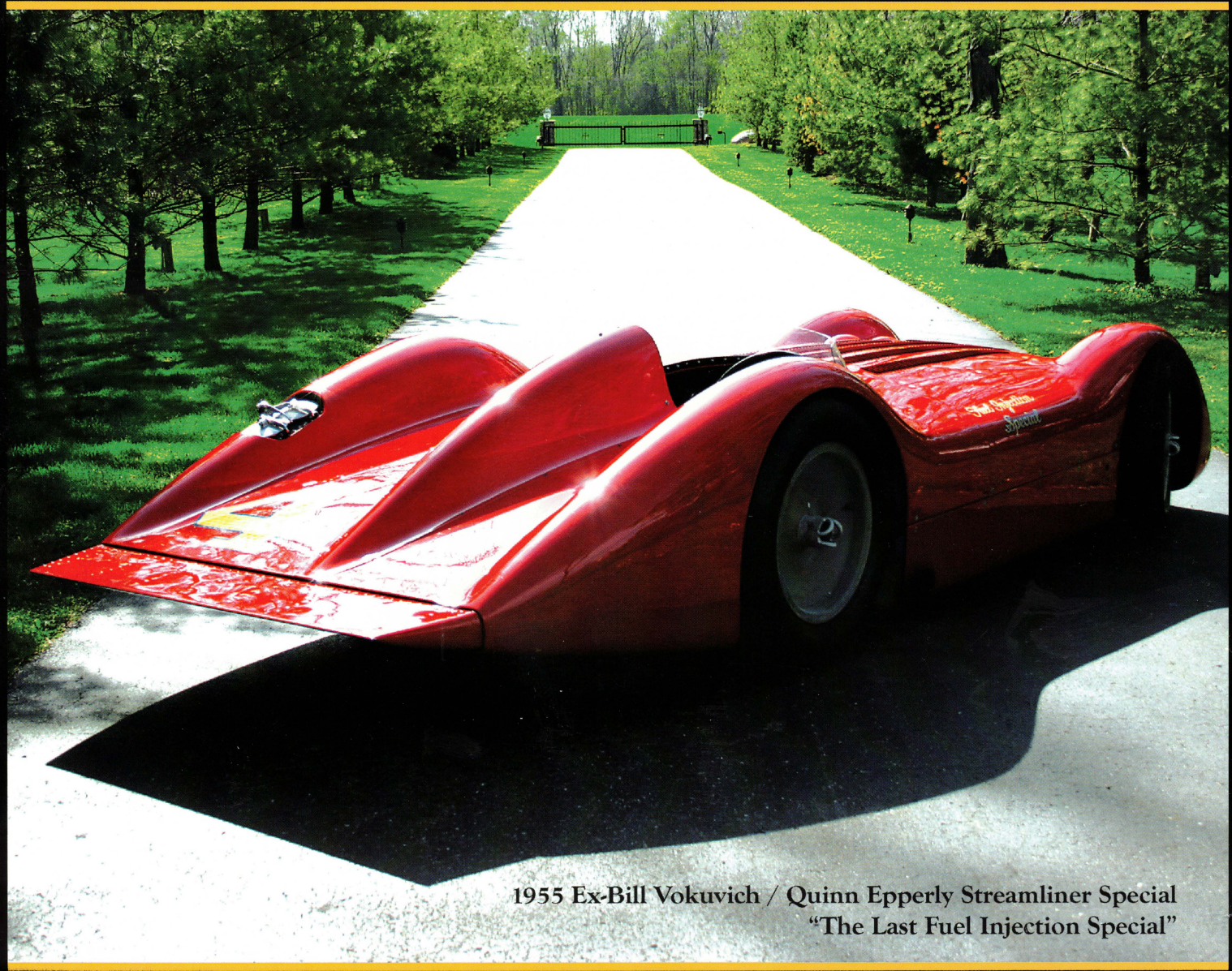

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A GUIDE TO ALL FERRARIS PRODUCED... BY KEITH BLUEMEL
& THE MARKET AS OF JUNE 1, 2005... FROM A SURVEY OF SELECTED DEALERS...

Years Made: These indicate accepted model years of manufacture, and do not necessarily indicate introduction dates, prototypes, etc.
Ferrari Model: This includes every known model type made, even those that no longer exist; it includes one-offs, prototypes, specials, etc.
Engine Type: Layout and number of cylinders.
Number Made: This shows the accepted number of each model *originally* manufactured, not the current number in existence. Some models were later made into new models by Ferrari, and many have been destroyed, etc.
Chassis Range: Accepted first and last for each model, but some prototypes may have come before.
Model Type: As defined by intended use.
Price Range: Indicated prices are current with this issue and are based either on actual sales, or on a knowledgeable estimate of what a specific model should sell for if ever brought to market.
Low End: Indicates cars in generally poor condition, or with dubious histories, or with no competition history, etc.
High End: Indicates cars in excellent condition, or restored cars, or with proven histories, or with competition histories, etc.
▲ = increase since last issue. ▼ = decrease since last issue.
Brief Comments: As are useful. **Bold:** New info and updates.

Years Made:	Ferrari Model:	Engine Type:	Number Made:	Chassis Range:	Model Type:	Price Range in US Dollars: Low End		High End		Brief Comments:
1947	125/159 Sport	V-12	4 (?)	01 C-002 C	Sports Competition					None remaining; first Colombo V-12s
1947	159 Spyder Corsa	V-12	1	002 C	Sports Competition					None remaining; uprated capacity engine
1947-48	166 Spyder Corsa	V-12	8 (?)	002 C-018 I	Sports Competition	800,000	-	1,100,000		Developed from previous; uprated engines
1948-50	166 MM: Berlinetta	V-12	7	0026-0066	Sports Competition	1,000,000 ▲	-	1,200,000		Closed version, with elegant Touring body
	Barchetta	V-12	25	0002-0068	Sports Competition	1,400,000 ▲	-	1,700,000	▲	"Little boat" established Ferrari as a brand
1948	166 Sport Allemano	V-12	2	001 S-003 S	Sports Competition					None remaining; won 1948 Mille Miglia
1948	166 Sport Touring	V-12	1	005 S	Production	600,000	-	750,000		Oldest surviving Ferrari road car
1948-50	166 Inter	V-12	37	007-079	Production	300,000 ▲	-	400,000	▲	First series of road cars with 2 liter engine
1950-51	195 Inter	V-12	25	0081-0195	Production	325,000 ▲	-	425,000	▲	Same as previous, but with 2.3 liter engine
1950	195 Sport	V-12	1	0060	Sports Competition	1,100,000 ▲	-	1,400,000	▲	One made; some 166s upgraded to 195s
1950	212 MM	V-12	1	0070	Sports Competition	700,000	-	900,000		One-off coupe with 2.5 liter engine
1950	275 Sport	V-12	2	0030-0032	Sports Competition	950,000	-	1,250,000		Barchettas; became 340s; first Lampredis
1950-52	340 America	V-12	23	0082-0238	Sports Competition	500,000 ▲	-	1,900,000	▲	First chassis of series won 1951 Mille Miglia
1951-53	212 Inter: Vignale	V-12	36	0111-0289	Production	320,000 ▲	-	400,000	▲	Vignale's most prolific series of road cars
	Ghia, etc.	V-12	42	0107-0291	Production	350,000 ▲	-	450,000	▲	Ghia, Pinin Farina and Touring did bodies
1951-52	212 Export: Vignale, etc.	V-12	15	0074-0146	Sports Competition	650,000	-	900,000		Short wheelbase version of 212; bodies, etc.
	Touring	V-12	10	0078-0158	Sports Competition	700,000	-	1,150,000		Same as previous; barchetta style bodies
1952	250 Sport	V-12	1	0156	Sports Competition	1,700,000 ▲	-	2,200,000	▲	One-off coupe; won 1952 Mille Miglia
1952	225 Export	V-12	1	0158	Sports Competition	1,300,000 ▲	-	1,700,000	▲	212 Export Touring; uprated to 225 engine
1952	225 Sport: Vignale Spyder	V-12	14	0154-0220	Sports Competition	1,000,000 ▲	-	1,400,000	▲	Basic competition cars; simple Vignale body
	Vignale Berlinetta	V-12	6	0152-0190	Sports Competition	750,000	-	900,000		Clean designs; no two are similar
	Touring Spyder	V-12	1	0166	Sports Competition	1,300,000 ▲	-	1,550,000	▲	Touring Barchetta design variation
1952	225 Europa Vignale Coupe	V-12	1	0223	Production	400,000 ▲	-	600,000	▲	212 Inter chassis; uprated with 225 engine
1952	340 Mexico	V-12	4	0222-0228	Sports Competition	2,000,000 ▲	-	2,900,000	▲	All four built for Mexican Carrera race
1952	342 America: Coupe	V-12	3	0240-0246	Production	400,000 ▲	-	600,000	▲	Road cars but with "even" comp chassis #s
	Cabriolet	V-12	3	0232-0248	Production	700,000 ▲	-	1,200,000	▲	Same as previous; all very special
1953	250 MM: PF Berlinetta	V-12	17	0236-0356	Sports Competition	1,350,000 ▲	-	1,600,000	▲	
	Vignale Spyder	V-12	14	0230-0390	Sports Competition	1,400,000 ▲	-	1,750,000	▲	
	Vignale Coupe	V-12	1	0334	Sports Competition	800,000 ▲	-	1,200,000	▲	
1953	166 MM Series II: Berlinetta	V-12	4	0244-0346	Sports Competition	1,100,000 ▲	-	1,400,000	▲	Built for customers for 2 liter classes
	Spyder	V-12	9	0262-0342	Sports Competition	1,300,000 ▲	-	1,500,000	▲	Same; body used on 250/340 MM, 625 TF
1953	340 MM: Spyder	V-12	7	0268-0350	Sports Competition	2,500,000 ▲	-	3,000,000	▲	Vignale Spyder body with 4.1 liter engine
	PF Berlinetta	V-12	3	0318-0322	Sports Competition	2,900,000 ▲	-	3,400,000	▲	Similar to 250 MM, all uprated to 375 MM
1953	625 TF	I-4	3	0302-0306	Sports Competition	1,300,000 ▲	-	1,500,000	▲	Ferrari's first 4 cylinder; Lampredi design
1953	735 Sport	I-4	2	0444-0446	Sports Competition	950,000 ▲	-	1,250,000	▲	Second series of 4 cylinders; more capacity
1954	750 Sport	I-4	3 (?)	0446 MD (?)	Sports Competition	950,000 ▲	-	1,250,000	▲	May not have existed as real chassis
1954	250 Europa 1st series	V-12	17	0295-0347	Production	290,000	-	350,000		Most were PF coupes; some became 375s
1954	375 America	V-12	12	0293-0355	Production	450,000 ▲	-	1,100,000	▲	Same as 250 Europa, but had 4.5 engine
1953-55	375 MM: PF Berlinetta	V-12	7	0358-0472	Sports Competition	3,000,000 ▲	-	3,500,000		
	PF Spyder	V-12	14	0360-0460	Sports Competition	3,000,000 ▲	-	4,400,000	▲	
	PF Coupe *Speciale*	V-12	2	0456-0490	Production	2,900,000 ▲	-	3,200,000	▲	
	Ghia Coupe	V-12	1	0476	Production	2,100,000	-	2,300,000	▼	
1953-54	500 Mondial Series 1:									
	PF Berlinetta/Spyder	I-4	14	0406-0458	Sports Competition	800,000 ▲	-	1,600,000	▼	
	Scaglietti Spyder	I-4	6	0446-0506	Sports Competition	800,000 ▲	-	1,100,000	▲	0446 re-numbered to 0556
1955	500 Mondial Series 2:									
	Scaglietti Spyder	I-4	10	0512-0580	Sports Competition	800,000 ▲	-	1,100,000	▲	0590 engine only
1954	250 Monza	V-12	4	0420-0466	Sports Competition	2,700,000 ▲	-	3,400,000	▲	
1954-55	250 Europa GT 2nd series	V-12	40	0357-0447	Production	395,000 ▲	-	550,000	▲	
1954	375 Plus: PF Spyder	V-12	6	0384-0398	Sports Competition	6,000,000 ▲	-	7,750,000	▲	
	PF Cabriolet	V-12	1	0488	Production	6,500,000 ▲	-	8,000,000	▲	
	Scaglietti/Sutton Spyder	V-12	1	0478	Sports Competition	2,900,000 ▲	-	4,500,000	▲	
1954-55	750 Monza	I-4	37	0428-0584	Sports Competition	950,000 ▲	-	1,300,000	▲	5 were 500 Mondials; 0586 engine only
1954	114 LM	I-6	1	0484	Sports Competition					None remaining; used 750 Monza chassis
1955	376 S/625 LM (118 LM)	I-6	2 (?)	0484 (?)-	Sports Competition					None remaining; chassis to 2400 mm
1955	118 LM Spyder	I-6	4	0484-0558	Sports Competition					None remaining
1955	446 S/735 LM (121 LM)	I-6	3 (?)	0484 (?)-	Sports Competition					None remaining
1955	121 LM Spyder	I-6	4	0484-0558	Sports Competition	1,900,000 ▲	-	2,100,000	▲	0630 engine only
1955-56	857 Sport	I-4	3	0570-0588	Sports Competition	1,400,000	-	1,650,000		
1955	410 Sport	V-12	4	0592-0598	Sports Competition	3,700,000	-	4,100,000		
1956	860 Monza	I-4	3	0602-0606	Sports Competition	2,000,000	-	2,200,000		
1956	625 LM	I-4	3	0632-0644	Sports Competition	1,300,000 ▲	-	1,500,000	▲	Derivation of 500 TR with 3.5 liter engine
1956	250 GT Boano Cabriolet	V-12	1	0461	Production	750,000	-	800,000		One-off cabriolet, similar to 410 SA cab
1956	250 GT PF Coupe *Speciale*	V-12	5	0463-0545	Production	600,000 ▲	-	1,200,000	▲	Small series of special PF coupes; exclusive
1956-57	250 GT Boano Coupe	V-12	64	0449-0675	Production	180,000 ▲	-	375,000	▲	Large scale production, built by Boano
1957-58	250 GT Ellena Coupe	V-12	49	0679-0887	Production	150,000 ▲	-	300,000	▲	Same as previous, continued by Ellena
1956-59	410 Superamerica Series 1, 2 & 3	V-12	35	0423-1495	Production	575,000 ▲	-	950,000	▲	Top of the range GT cars; all special; variety of body styles and builders
1956	625/500 TR	I-4	17	0600-0654	Sports Competition	1,200,000 ▲	-	1,500,000	▲	Followed 500 Mondial; 500=2 liter, 625=2.5
1956	290 MM	V-12	4	0616-0646	Sports Competition	5,500,000	-	6,500,000		New series; powerful; won 1956 Mille Miglia
1956	290 S	V-12	1 (?)	0646	Sports Competition					None remaining; became 315/335 S
1954-55	250 Europa GT Berlinetta	V-12	7	0369-0425	GT Competition	495,000 ▲	-	750,000	▲	Forerunner of 250 GT LWB TDF; special
1956-59	250 GT LWB Tour de France	V-12	77	0585-1401	GT Competition	950,000	-	2,300,000		Won Tour de France from 1956 to 1959
1957	500 TRC	I-4	19	0658-0708	Sports Competition	1,400,000	-	1,600,000		Customer 500 TR; Appendix "C" regs
1957	315 Sport	V-12	2	0656-0684	Sports Competition	6,000,000 ▲	-	7,500,000	▲	Winner of last Mille Miglia, Taruffi up
1957-58	335 Sport	V-12	4	0674-0764	Sports Competition	6,000,000 ▲	-	7,500,000	▲	Uprated engine of 315 S; histories intertwine
1957-58	250 Testa Rossa	V-12	21	0666-0756	Sports Competition	6,000,000	-	12,000,000		Famous pontoon fenders; 0758 engine only
1957-59	250 GT PF Cabriolet Series 1	V-12	40	0655-1475	Production	600,000 ▲	-	950,000	▲	Elegant series of cabriolets from Pinin Farina
1958	206 Sport Dino	V-6	1	0740	Sports Competition					None remaining; 2 liter, 4 cam engine

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1958	296 Sport Dino	V-6	1	0746	Sports Competition					None remaining; 3 liter; later a V-12 #0760
1958	312 S	V-12	1	0744	Sports Competition					None remaining; became 412 MI
1958	412 MI	V-12	1	0744	Sports Competition	6,000,000	-	7,000,000		One-off dohc per bank 4 liter engine
1958	TR 58	V-12	2	0726-0728	Sports Competition	9,000,000	-	12,000,000		Factory cars; all envelope body; later TR 59s
1958-60	250 GT LWB California:									
	Steel, street	V-12	41	0769-	Production	1,100,000	▲ -	1,450,000	▲	One of the most desirable open Ferraris
	Aluminum, racing	V-12	9	-1715	GT Competition	2,400,000	▲ -	2,900,000	▲	Same as street car, but with aluminum body
1958-60	250 GT Pinin Farina Coupe	V-12	353	0841-2081	Production	85,000	▲ -	145,000	▲	Similar to Series 2 Cabriolet, with hardtop
1959	TR 59	V-12	5	0766-0774	Sports Competition	9,000,000	-	12,000,000		Factory cars; PF body executed by Fantuzzi
1959	196 Sport Dino	V-6	1	0776	Sports Competition	3,000,000	-	3,650,000		Appears like TR 59, but 6 intake trumpets
1959-60	246 Sport Dino	V-6	2	0778-0784	Sports Competition	3,000,000	-	3,650,000		Last front engined V-6 sports racing model
1959-62	250 GTF PF Cabriolet Series 2	V-12	202	1537-3807	Production	225,000	-	350,000		Conservative body style from Pinin Farina
1959	250 GT Interim Berlinetta	V-12	7	1377-1523	GT Competition	1,100,000	▲ -	1,500,000	▲	TDFs; body similar to upcoming 250 SWB
1959-62	250 GT SWB Berlinetta:									
	Steel, street	V-12	90	1539-	Production	1,100,000	▲ -	1,400,000	▲	Continues 250 GT line; 2400 mm wb; discs
	Aluminum, racing	V-12	75	-4065	GT Competition	2,100,000	▲ -	3,000,000	▲	Lightweight comp version of street car
1959-64	400 Superamerica Series 1 & 2	V-12	47	1517-5139	Production	350,000	-	450,000		Evolution of 410 SA; 10 cabriolets
1960	TR 60	V-12	3	0770-0774	Sports Competition	9,000,000	-	12,000,000		Factory cars; upgrade of TR 59 models
1960	TRI 60	V-12	2	0780-0782	Sports Competition	9,000,000	-	12,000,000		Factory cars; with IRS rear end, hence "I"
1960-63	250 GT SWB California:									
	Steel, street	V-12	51	1795-	Production	2,100,000	▼ -	2,500,000	▲	Similar to LWB model; 2400 mm wb; discs
	Aluminum, racing	V-12	3	-4137	GT Competition	2,900,000	▲ -	3,900,000	▲	Same as street car, but with aluminum body
1960-63	250 GTE 2+2	V-12	954	1895-4961	Production	60,000	▲ -	100,000	▲	Elegant PF 2+2; largest production to date
1961	TRI 61	V-12	2	0792-0794	Sports Competition	9,000,000	▲ -	11,500,000	▲	Final model of 3 liter front engined TRs
1962	196 SP	V-6	3	0790-0806	Sports Competition	2,000,000	-	2,350,000		First mid-engined sports racer; 1.9 liter
1961-62	246 SP	V-6	2	0790-0796	Sports Competition	1,700,000	-	1,950,000		2.4 liter version of 196 SP
1962	248 SP	V-8	2	0796-0806	Sports Competition					None remaining; 2.4 liter V-8 of 196 SP
1962	268 SP	V-8	3	0798-0806	Sports Competition	1,700,000	-	1,950,000		2.6 liter V-8 version of 196 SP
1962	286 SP	V-6	1	0802	Sports Competition					None remaining; 2.8 liter V-6 of 196 SP
1962	330 TRI/LM	V-12	1	0808	Sports Competition	8,000,000	-	10,000,000		Last TR; 4 liter engine; won 1962 Le Mans
1962-63	250 GTO Series I	V-12	33	3223-5111	GT Competition	8,500,000	▼ -	12,000,000	▲	Most revered Ferrari GT model; many wins
1962-63	GTO 4 liter	V-12	3	3673-4561	GT Competition	8,500,000	-	9,000,000	▲	Same as above, but with 4 liter engine
1964	250 GTO Series II	V-12	3	5571-5575	GT Competition	9,000,000	-	10,000,000		Variant of GTO styled by Pininfarina
1962-64	250 GTL Lusso Berlinetta	V-12	350	3849-5955	Production	250,000	-	370,000		One of Pininfarina's all time classic designs
1963	330 America	V-12	50	4953-5125	Production	55,000	▲ -	95,000	▲	250 GTE 2+2 uprated with 4 liter engine
1963	330 LM "B"	V-12	4	4381-4725	GT Competition	6,000,000	-	7,000,000		
1963	250 P	V-12	4	0810-0816	Sports Prototype	6,000,000	-	7,000,000		
1964	275 P	V-12	3	0818-0822	Sports Prototype	6,000,000	-	7,000,000		
1964-67	330 GT 2+2	V-12	1099	4963-10193	Production	35,000	-	70,000		
1964-65	250 LM (275 LM)	V-12	32	5149-8165	GT Competition	2,500,000	-	3,400,000		
1964	330 P	V-12	3	0818-0822	Sports Prototype	4,500,000	-	5,000,000		
1965	365 P	V-12	1	0824	Sports Prototype	4,500,000	-	5,500,000		
1964-66	500 Superfast Series 1 & 2	V-12	36	05951-08897	Production	340,000	▲ -	450,000	▲	
1964-66	275 GTB: Short nose	V-12	235	06021-	Production	300,000	▲ -	400,000	▲	
	Long nose	V-12	205	-08979	Production	400,000	▲ -	500,000	▲	
1964-66	275 GTB Comp.	V-12	14	06021-07641	GT Competition	1,100,000	▲ -	1,500,000	▲	
1964-66	275 GTS	V-12	200	06315-08653	Production	195,000	-	275,000		
1965	275 P2	V-12	5	0826-0836	Sports Prototype	4,000,000	-	4,750,000		
1965	330 P2	V-12	5	0826-0836	Sports Prototype	5,500,000	-	5,700,000		
1965	365 P2	V-12	1	0838	Sports Prototype	5,500,000	-	5,700,000		
1965	166 P/206 P	V-6	2	0834-0842	Sports Prototype	1,650,000	-	1,875,000		
1965-67	166/206 Dino *Speciale*	V-6	2	0840-034	Prototype	1,500,000	-	1,900,000		
1965-67	206 SP & 206 S	V-6	15	002-032	Sports Prototype	1,575,000	-	2,000,000		
1966-68	330 GTC	V-12	598	08329-11577	Production	80,000	-	175,000		
1966-68	330 GTC *Speciale*	V-12	4	09439-10241	Production	300,000	-	425,000		
1966	275 GTB/C	V-12	12	09007-09085	GT Competition	1,300,000	▲ -	1,650,000	▲	
1966	330 P3	V-12	3	0844-0848	Sports Prototype	6,500,000	-	7,500,000		0844 to 350 Can Am, then back to 330 P3
1966	365 P2/3	V-12	2	0826-0828	Sports Prototype	4,000,000	-	4,750,000		
1966-68	330 GTS	V-12	100	08899-11713	Production	240,000	-	340,000		
1966-68	275 GTB/4	V-12	330	08769-11069	Production	500,000	▲ -	600,000	▲	
1967	330 P3/4 (412 P)	V-12	3	0850-0854	Sports Prototype	5,000,000	-	7,000,000		
1967	330 P4	V-12	3	0856-0860	Sports Prototype	8,000,000	-	10,000,000		
1966-67	365 California	V-12	14	09127-10369	Production	500,000	-	700,000		
1967-68	275 GTB/4 NART Spyder	V-12	10	09437-11057	Production	2,750,000	▲ -	3,500,000	▲	
1967-69	Dino 206 GT	V-6	152	10523-00404	Production	65,000	-	100,000		
1968	350 Can Am	V-12	3	0844-0860	Sports Prototype	4,000,000	-	5,900,000		
1968-69	612 Can Am	V-12	1	0866	Sports Prototype	1,500,000	-	1,600,000		
1967-71	365 GT 2+2	V-12	809	09759-14099	Production	45,000	-	90,000		
1968-69	365 GTC	V-12	168	11823-12795	Production	150,000	▲ -	190,000	▲	
1968-73	365 GTB/4 Daytona Coupe	V-12	1284	12301-17615	Production	125,000	-	175,000		
1969	365 GTS	V-12	20	12163-12493	Production	295,000	-	350,000		
1969	212 E Montagna	Flat-12	1	0862	Sports Prototype	1,400,000	-	2,000,000		
1969-71	512 M & 512 S	V-12	25	1002-1050	Sports Prototype	1,500,000	-	2,300,000		
1969-73	Dino 246 GT Coupe	V-6	2487	00400-07650	Production	45,000	-	90,000		
1969-73	365 GTB/4 Daytona Spyder	V-12	122	14365-17073	Production	450,000	▲ -	550,000	▲	
1969	312 P	V-12	3	0868-0872	Sports Prototype	3,500,000	-	4,500,000		
1971-73	312 P(B)	Flat-12	12	0874-0896	Sports Prototype	1,775,000	▲ -	2,100,000	▲	
1971	712 Can Am	V-12	1	1010	Sports Prototype	1,500,000	-	1,700,000		
1971-72	365 GTC/4	V-12	500	14179-16289	Production	50,000	▲ -	80,000		
1971-73	365 GTB/4 Comp.	V-12	15	14407-16425	GT Competition	1,400,000	▲ -	2,100,000	▲	
1972-74	Dino 246 GTS	V-6	1274	02174-08518	Production	75,000	-	120,000		
1972-76	365 GT4 2+2	V-12	521	17091-19709	Production	20,000	-	32,000		
1974-80	308 GT4 2+2	V-8	2826	07202-15604	Production	15,000	-	25,000		
1975-80	208 GT4 2+2	V-8	840	08830-15596	Production	15,000	-	20,000		
1975-77	308 GTB (Fiberglass)	V-8	712	18677-21289	Production	30,000	-	50,000		
1977-80	308 GTB (Steel)	V-8	2185	20805-34349	Production	22,000	-	35,000		
1973-76	365 GT4/BB Boxer	Flat-12	387	17187-19445	Production	50,000	-	100,000		
1976-79	400 GT + Automatic	V-12	502	19353-28261	Production	18,000	-	30,000		
1976-81	BB 512 Boxer	Flat-12	929	19677-38487	Production	55,000	-	100,000		
1977-80	308 GTS	V-8	3219	22619-34501	Production	24,000	-	35,000		
1978-85	308 GTB Michelotto	V-8	15	08380-31559	GT Competition	180,000	-	200,000		Built for Group 4 and Group B by Michelotto
1979-80	BB 512 LM	Flat-12	24	26681-41263	GT Competition	375,000	-	555,000		
1979-84	400i + Automatic	V-12	1308	27978-55523	Production	17,000	-	40,000		
1980-82	Mondial 8	V-8	703	31075-41727	Production	15,000	-	25,000		
1980-82	208 GTB	V-8	160	31219-41329	Production	18,000	-	23,000		
1980-82	208 GTS	V-8	140	31249-41265	Production	23,000	-	28,000		
1980-82	308 GTBi	V-8	494	31327-43059	Production	22,500	-	30,000		
1980-82	308 GTSi	V-8	1749	31309-43079	Production	21,500	-	42,000		
1981-84	BB 512i	Flat-12	1007	38121-52935	Production	60,000	-	90,000		
1982-85	208 Turbo (GTB)	V-8T	437	41357-59277	Production	20,000	-	30,000		

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1983-85	208 Turbo (GTS)	V-8T	250	42863-59279	Production	25,000	-	30,000		
1982-85	Mondial Coupe QV	V-8	1145	41737-59131	Production	20,000	-	32,000		
1983-85	Mondial Cabriolet QV	V-8	629	47247-59163	Production	32,000	-	35,000		
1982-85	308 GTB QV	V-8	748	42809-59071	Production	28,000	-	35,000		
1982-85	308 GTS QV	V-8	3042	41701-59265	Production	29,000	-	60,000		
1984-86	288 GTO	V-8T	272	52465-58345	Production	265,000	-	330,000		
1984-91	Testarossa	Flat-12	7177	53081-91923	Production	40,000	-	75,000		
1985-86	GTO Evoluzione	V-8T	5	70167-79889	GT Competition	600,000	-	650,000		
1985-86	308 GT/M	V-8	3	001-003	GT Competition	225,000	-	325,000		
1985-89	328 GTB	V-8	1344	58735-83017	Production	35,000	-	55,000		
1985-89	328 GTS	V-8	6068	59301-83136	Production	35,000	-	62,000		
1985 (?)	328 Spider	V-8	1	49543	Prototype					Feasibility study for pure convertible version
1985-89	Mondial 3.2 Coupe	V-8	987	58277-79671	Production	25,000	-	30,000		
1985-89	Mondial 3.2 Cabriolet	V-8	810	59393-78895	Production	30,000	-	45,000		
1985-89	412	V-12	576	56275-82153	Production	28,000	-	45,000		
1986	412 Scaglietti Cabrio	V-12	2	65201- ?	Prototype					
1986-89	GTB Turbo	V-8T	308	63277-83137	Production	30,000	-	38,000		
1986-89	GTS Turbo	V-8T	828	63739-83148	Production	35,000	-	38,000		
1987-88	408	V-8	2	70183-78610	Prototype	850,000	-	1,100,000		4WD prototypes; aluminum Alcan chassis
1987-92	F40	V-8T	1311	76624-95317	Production	305,000	-	375,000	▲	
1988	412 Cabriolet	V-12	1	73011	Prototype					
1988	Mondial 3.2 PPG Pace Car	V-8	1	76390	Speciale					One-off by I.D.E.A.
1989-93	Mondial t Coupe	V-8	858	79596-97698	Production	35,000	-	50,000		
1989-93	Mondial t Cabriolet	V-8	1017	80399-97733	Production	38,000	-	70,000		
1989-94	348 tb Berlinetta	V-8	2894	81617-96679	Production	40,000	-	60,000		
1989-94	348 ts	V-8	4228	81651-96964	Production	45,000	-	65,000		
1989-94	F40 LM (& GTC)	V-8T	20	74045-99401	GT Competition	365,000	-	475,000		74045 upgraded to GTE
1990	125 Sport Replica	V-12	1	90125	Sports Competition					Factory built replica of first car; for shows
1991-92	348 tb Zagato	V-8	22 (?)		Production		-			Regular customer 348s modified by Zagato
1991-94	512 TR	Flat-12	2261	89100-99743	Production	80,000	-	110,000		
1992-98	456 GT 2+2	V-12	1548	96157-111376	Production	60,000	-	80,000		
1992-94	348 Challenge	V-8	(?)	(?)	Production	40,000	-	55,000		Converted road cars
1992-93	348 *Serie Speciale*	V-8	80	92812-95820	Production	58,000	-	85,000		US market only
1993-95	348 Spider	V-8	1146	94504-99947	Production	60,000	-	75,000		
1993-94	348 *Competizione*	V-8	56	96064-99143	Production	95,000	-	100,000		European Market only
1993-94	348 GTB	V-8	222	96655-99697	Production	45,000	-	60,000		
1993-94	348 GTS	V-8	218	96824-99197	Production	60,000	-	70,000		
1993-94	512 TR *Speciale*	Flat-12	15	97792-(?)	Production	50,000	-	60,000		Japanese Market only
1993-94	F40 GT	V-8T	7	74047-94362	GT Competition	360,000	-	430,000		
1993-94	348 GT *Competizione*	V-8	11	84248-99143	GT Competition	120,000	-	135,000		
1994	348 GT/C-LM	V-8	2	97553-98997	GT Competition	130,000	-	145,000		
1994-95	F333 SP	V-12	9	001-009	Sports Prototype	520,000	-	900,000		
1994-98	F355 Berlinetta	V-8	3829	98363-115902	Production	65,000	-	85,000		
1994-96	F512 M	Flat-12	501	99375-105516	Production	110,000	-	115,000		
1995-98	F355 Challenge	V-8	109	107290-112336	Production	90,000	-	90,000		
1995-96	F355 *Competizione*	V-8	1 (?)	101557	Prototype	105,000	▼ -	115,000	▼	
1995-96	F40 GTE	V-8T	7	74045-94362	GT Competition	390,000	-	450,000		
1995-97	F50	V-12	349+	101919-107575	Production	650,000	-	850,000	▲	
1995-96	F333 SP *Evoluzione*	V-12	5	010-015	Sports Prototype	550,000	-	950,000		
1995-98	F355 GTS	V-8	2048	98894-115905	Production	80,000	-	90,000		
1995-99	F355 Spider	V-8	2664	101143-116812	Production	85,000	-	100,000		
1996-98	456 GT Automatic	V-12	403	105141-111431	Production	55,000	-	75,000		
1996-01	550 Maranello	V-12	3600	99928-126807	Production	100,000	-	130,000		
1996-97	F50 GT	V-12	3	001-003	GT Competition	1,500,000	-	2,300,000		
1997	F355 (Special Edition)	V-8	20		Production	80,000	-	90,000		Commemorative edition for Japan market
1997-98	F333 SP Michelotto	V-12	25	016-040	Sports Prototype	525,000	-	850,000		
1998-99	355 F1 Berlinetta	V-8	1042	109271-115889	Production	85,000	-	100,000		
1998-99	355 F1 GTS	V-8	529	110411-115903	Production	90,000	-	130,000		
1998-99	355 F1 Spider	V-8	1053	109391-117040	Production	105,000	-	125,000		
1998-03	456 M GT & GTA	V-12		109589-	Production	75,000	▼ -	130,000	▼	
1999	550 Maranello World Record	V-12	33		Production	120,000	-	130,000		
1999	355 *Serie Fiorano*	V-8	104	115426-116810	Production	130,000	-	160,000		
1999-04	360 Modena & F1	V-8	**8800**	104376-	Production	105,000	▼ -	145,000	▼	Replacement of the F355 series
1999-04	360 Challenge	V-8		117089-	Production	95,000	-	110,000		Single marque race version for customers
2000-04	360 Spider & F1	V-8	**7565**	115395-	Production	175,000	▼ -	190,000	▼	Current production
2000-03	550 GTS	V-12			GT Competition	400,000	-	800,000		FIA GT, ALMS, Le Mans; from street cars
2000-04	550 GTS (Care/Prodrive)	V-12	**10**	**001-010**	GT Competition	700,000	-	1,000,000		FIA GT, ALMS, Le Mans; from street cars
2001-02	360 N-GT Michelotto	V-8	17	000 M-0016 M	GT Competition	250,000	-	300,000		FIA GT, ALMS, Le Mans, Grand-Am, local GT
2000-01	550 Barchetta PF	V-12	448	121389-124426	Production	230,000	-	255,000		Limited spyder version of 550 Maranello
2002-05	575M Maranello	V-12		125370-	Production	160,000	▼ -	220,000	▼	Upgrade of 550 Maranello
2002-03	360 GT	V-8	20	2002-2040	GT Competition	325,000	-	400,000		FIA GT, ALMS, Le Mans, Grand-Am, local GT
2002-03	Enzo Ferrari	V-12	399	128014 (?)-	Production	950,000	-	1,200,000		Latest supercar with F1 technology
2003-04	Challenge Stradale	V-8	**378**	131569 (?)-	Production	175,000	-	220,000		Lightened sports version of 360 Modena
2003	550 GTC	V-12	3	2102-2106	GT Competition					Built by N-Tech; 2106 is base for 575 GTC
2003-05	575 GTC	V-12		2208-	GT Competition	550,000	-	600,000		FIA GT, ALMS, Le Mans, local GT
2003-04	360 GTC	V-8		2050-	GT Competition	375,000	-	400,000		FIA GT, ALMS, Le Mans, Grand-Am, local GT
2003	360 Challenge SGS	V-8	2	122917-118784	GT Competition		-			Upgraded 360 CH for Grand-Am SGS Class
2004-	612 Scaglietti	V-12			Production	265,000	-	280,000		Current production; replaces the 456 2+2
2004-	F430 Berlinetta	V-8			Production		-	260,000		New production; replaces the 360 series
2004-	575M Superamerica	V-12			Production		-			Limited convertible version of 575M
2004-05	**550 LM**	**V-12**	**15**		**Production**		-			**Resembles Prodrive 550; built by ES Mot.**
2005-	F430 Spider	V-8			Production		-			Convertible version of the berlinetta
2005-	F430 Challenge	V-8			Production		-			Single marque race version for customers
2005-	**575 GTC Evoluzione**	**V-12**			**GT Competition**		-	850,000		**Upgrade of 575 GTC; no new chassis**
2005-	**"Super Enzo"**	**V-12**	**10-20**		**Production**		-	1,950,000		**For track use only; through *Corse Clienti***

1948	125 (single stage) F1	V-12	3	02 C-06 C	Monoposto	800,000	-	1,100,000		
1949-50	125 (single stage) F1	V-12	3	08 C-012 C	Monoposto	800,000	-	1,100,000		
1948-53	166	V-12			Monoposto					
1949-50	125 (two stage) F1	V-12	3	014 C-018 C	Monoposto	1,000,000	-	1,200,000		
1949-50	125 Thinwall Special	V-12	1	014 C	Monoposto	1,000,000	-	1,300,000		
1949-51	166 F2	V-12	8		Monoposto	500,000	-	800,000		
1949-53	166 Corsa	V-12	6		Monoposto	600,000	-	1,000,000		
1949-52	166 Formula Libre	V-12	3	011 F, 013 F + (?)	Monoposto	500,000	-	600,000		
1950-52	125 GP	V-12			Monoposto					
1950	275 F1	V-12	2 (?)	125-C-01 + 02	Monoposto					None remaining
1950	340 F1	V-12	1	125-C-04	Monoposto					None remaining
1950-51	375 F1	V-12	7	002-014 (?)	Monoposto	1,000,000	-	1,200,000		
1951	212 F1	V-12	2	102-110	Monoposto	400,000	-	600,000		
1951-54	375 Thinwall Special	V-12	1	010	Monoposto	800,000	-	1,200,000		
1951	625 Prototype	I-4	1	116	Monoposto					None remaining

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1951-53	340 Monoposto	V-12	1	0566	Monoposto				None remaining
1952	375 Indianapolis	V-12	4	01-04	Monoposto	750,000	-	900,000	
1952-53	375 Formula Libre	V-12			Monoposto				
1952-53	500 F2	I-4	6	01-06	Monoposto	540,000	-	640,000	
1952	500 F2 "Cliente"	I-4	5	0184 F-0210 F	Monoposto	540,000	-	640,000	
1952	166 F2	V-12	4	102-118	Monoposto	450,000	-	600,000	
1951-53	625 FL	I-4			Monoposto	450,000	-	600,000	
1953	553 Squalo F2	I-4	2	01-02	Monoposto				None remaining
1953-54	553 Squalo F1	I-4	4	01-04	Monoposto				None remaining
1954-57	625-625 A F1	I-4	8	625/1-8	Monoposto	450,000	-	580,000	
1954	625 F1/553	I-4	1	0540	Monoposto	450,000	-	600,000	
1954	500 2.5 liter	I-4	1		Monoposto				
1954-56	500 "186/F2"	I-4	1		Monoposto				
1954	2 liter V-12	V-12	1		Monoposto				
1954	V-12 "116"	V-12	1		Monoposto				
1954	375 Indianapolis	V-12	1	0388	Monoposto	800,000	-	900,000	
1954-56	500 2 liter	I-4	1		Monoposto				
1954-56	500 Mondial Monoposto	I-4	1	0574	Monoposto				
1954-56	750 Monza FL	I-4	1	0482	Monoposto	450,000	-	600,000	
1955	625 F1/553	I-4	1 (?)	0480	Monoposto				
1955	625 (customer)	I-4	3		Monoposto	450,000	-	600,000	
1955	500 Mondial F2	I-4	5	0184-0210	Monoposto				
1955-56	555 Super Squalo F1	I-4	4	555/01-04	Monoposto	750,000	-	1,100,000	
1955-56	555 Squalo/D50	V-8	1		Monoposto				
1955	500 F2 (customer)	I-4	5		Monoposto	450,000	-	600,000	
1955-56	V-12 "Speciale" 2.5 liter	V-12	1		Monoposto				
1955	500/625	I-4	1		Monoposto	450,000	-	600,000	
1955-56	Lancia/Ferrari D50 F1	V-8	5	0001-0008	Monoposto				
1956	555/860	I-4	2	FL9001-9002	Monoposto				
1957	801 F1	V-8	7	0005-0012	Monoposto				None remaining
1957	625 Tasman	I-4	1	0712	Monoposto				
1957	Dino 156 F2	V-6	2	0011-0012	Monoposto				
1957	V-12 "Speciale" 1.5 liter	V-12	1		Monoposto	450,000	-	600,000	
1958	246 MI F1	V-6	1		Monoposto				
1958	296 MI F1	V-6	1		Monoposto				
1958	412 MI	V-12	1		Monoposto				
1957-60	246 F1	V-6	9	0001-0011	Monoposto	500,000	-	1,200,000	
1958-60	156 F2	V-6	1	0011	Monoposto				
1958-60	256 F1	V-6	1	0001	Monoposto				
1960	246 Prototype (rear)	V-6	1	0008	Monoposto				None remaining
1960	156 Prototype (rear)	V-6	1	0008	Monoposto				None remaining
1960	256 Tasman V-12	V-12	1	0788	Monoposto				None remaining
1961-62	156 F1 (65°)	V-6	6	0001-0008	Monoposto				None remaining
1961-63	156 F1 (120°)	V-6	8	0001-0009	Monoposto				None remaining
1961	250 FL	V-12	1		Monoposto				Possibly same as 256 Tasman V-12
1963-64	156 B Aero F1	V-6	4	0001-0004	Monoposto	600,000	-	800,000	
1964-65	158 F1	V-8	2	0005-0006	Monoposto	600,000	-	800,000	
1964-65	1512 F1	Flat-12	3	0007-0009	Monoposto	600,000	-	800,000	
1966	246 Tasman	V-6	1	0006	Monoposto	350,000	-	400,000	
1968-71	246 Tasman	V-6	3	0004-0010	Monoposto	350,000	-	400,000	
1967-70	166 F2	V-6	7	0002-0014	Monoposto	450,000	-	600,000	
1966-67	312 F1	V-12	2	0006-0011	Monoposto	750,000	-	975,000	
1967-68	312 F1	V-12	4	0001-0011	Monoposto	750,000	-	975,000	
1968-69	312 F1	V-12	3	0003-0015	Monoposto	750,000	-	975,000	
1969	312 F1	V-12	2	0009-0017	Monoposto	750,000	-	975,000	
1970-71	312 B	Flat-12	4	001-004	Monoposto	550,000	-	675,000	
1971-72	312 B2	Flat-12	3	005-007	Monoposto	550,000	-	675,000	
1972-73	312 B2	Flat-12	1	008	Monoposto	550,000	-	675,000	
1973-74	312 B3	Flat-12	3	010-012	Monoposto	550,000	-	675,000	
1974-75	312 B3	Flat-12	3	014-016	Monoposto	550,000	-	675,000	
1975	312 B3	Flat-12	1	020	Monoposto	550,000	-	675,000	
1975-76	312 T	Flat-12	6	018-024	Monoposto	550,000	-	675,000	
1976-77	312 T2	Flat-12	4	025-028	Monoposto	550,000	-	675,000	
1977-78	312 T2	Flat-12	3	029-031	Monoposto	550,000	-	675,000	
1978-79	312 T3	Flat-12	5	032-036	Monoposto	550,000	-	675,000	
1979	312 T4	Flat-12	5	037-041	Monoposto	550,000	-	675,000	
1980	312 T5	Flat-12	6	042-048	Monoposto	550,000	-	675,000	
1980	126 C	V-6 T	2	047-049	Monoposto	210,000	-	260,000	
1981	126 CK	V-6 T	5	050-054	Monoposto	210,000	-	260,000	
1981	126 CK B	V-6 T	3	049 B-051 B	Monoposto	210,000	-	260,000	
1982	126 C2	V-6 T	8	055-062	Monoposto	210,000	-	260,000	
1983	126 C2 B	V-6 T	4	062-065	Monoposto	210,000	-	260,000	
1983	126 C3	V-6 T	4	066-069	Monoposto	210,000	-	260,000	
1984	126 C4	V-6 T	8	070-077	Monoposto	210,000	-	260,000	
1985	154	V/I-4 T	1	078	Monoposto	250,000	-	440,000	
1985	156-85	V-6 T	8	079-086	Monoposto	250,000	-	440,000	
1986	F1-86	V-6 T	8	087-094	Monoposto	250,000	-	440,000	
1987	F1-87	V-6 T	7	095-101	Monoposto	250,000	-	440,000	
1988	F1-87/88 C	V-6 T	3	102-104	Monoposto	250,000	-	440,000	
1988	639	V-12	2	105 (?)-106 (?)	Monoposto	420,000	-	540,000	
1989	F1-89 (640)	V-12	7	105-113	Monoposto	420,000	-	540,000	
1990	641 & 641/2 (F1-90)	V-12	8	114-121	Monoposto	420,000	-	540,000	
1991	642	V-12	5	122-126	Monoposto	420,000	-	540,000	
1991	643	V-12	4	127-130	Monoposto	420,000	-	540,000	
1992	F92 A	V-12	4	131-135	Monoposto	400,000	-	525,000	
1992	F92 AT	V-12	3	136-138	Monoposto	400,000	-	525,000	
1993	F93 A	V-12	8	139-147	Monoposto	400,000	-	525,000	
1994	412 T1	V-12	7	148-	Monoposto	430,000	-	725,000	
1994	412 T1/B	V-12	5	-155	Monoposto	430,000	-	725,000	
1995	412 T2	V-12	10	156-165	Monoposto	430,000	-	725,000	
1996	F310	V-10	6	166-171	Monoposto	800,000	-	900,000	
1997	F310 B	V-10	9	172-180	Monoposto	800,000	-	900,000	
1998	F300	V-10	8	181-189	Monoposto	900,000	-	900,000	
1999	F399	V-10	8	190-197	Monoposto	910,000	-	940,000	
2000	F1-2000	V-10	8	198-205	Monoposto	1,000,000	-	1,250,000	
2001-02	F2001	V-10	11	206-216	Monoposto	1,000,000	-	1,250,000	
2002-03	F2002	V-10	9	217-225	Monoposto	1,400,000	-	1,500,000	
2003	F2003-GA	V-10	8	226-**233**	Monoposto	1,500,000	-		
2004	F2004	V-10	**7 (?)**	**234-240 (?)**	Monoposto	1,500,000	-		
2005	F2004 M	V-10	**3 (?)**	**239-241 (?)**	Monoposto				
2005	**F2005**	**V-10**		**242 (?) -**	**Monoposto**				

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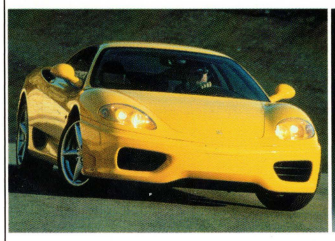

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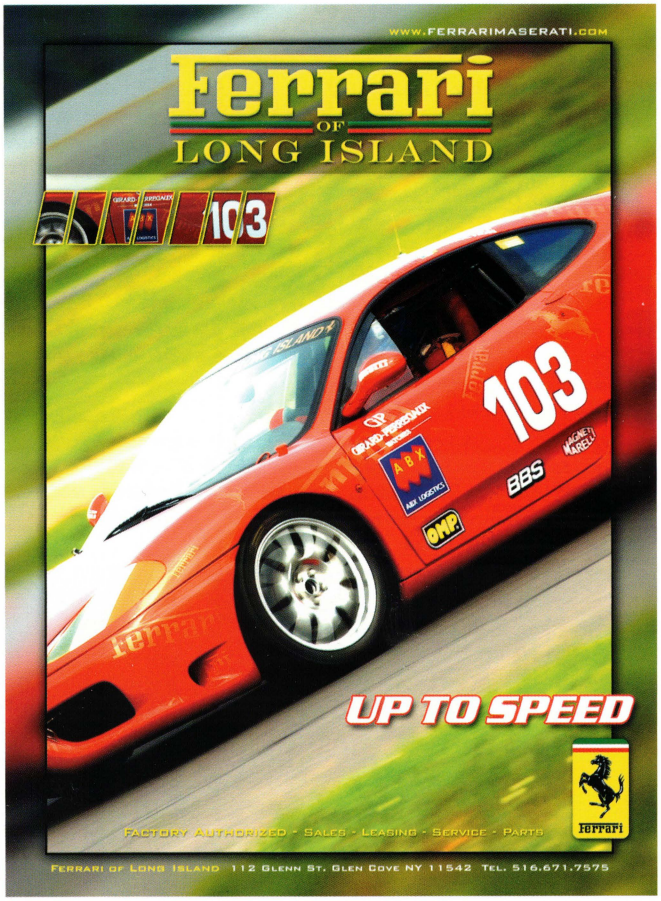
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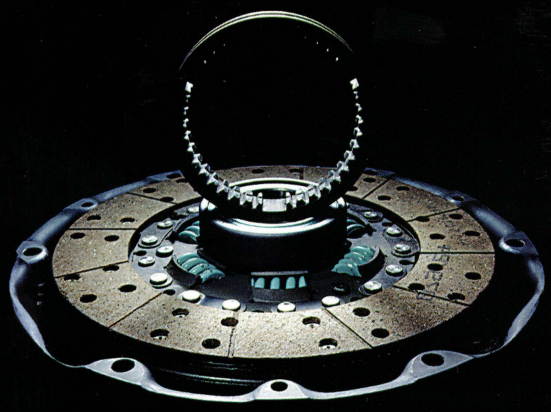

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2001	550 Barchetta	Red/Grey	732 miles
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2001	360 Spider	Red/Tan	4.1K miles
2001	360 Spider	Silver/Black	4.1K miles
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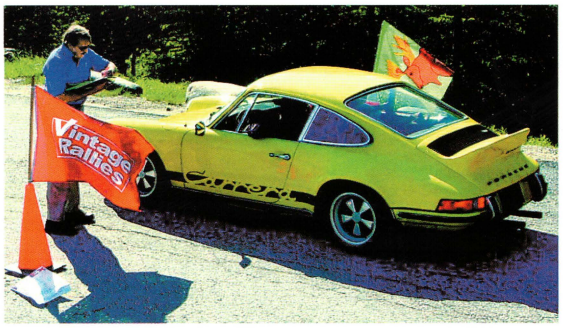

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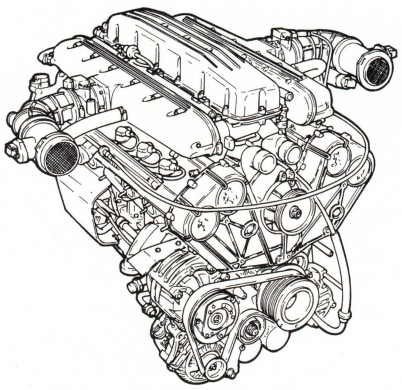

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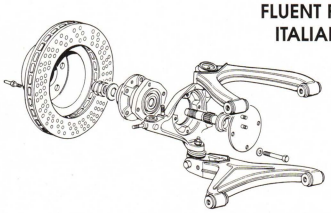

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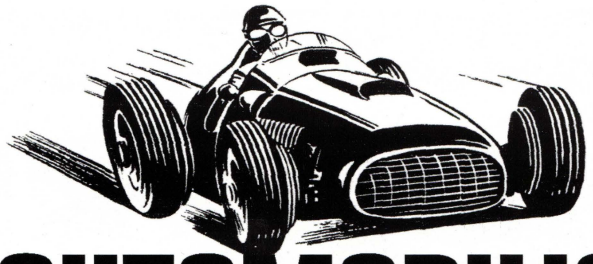

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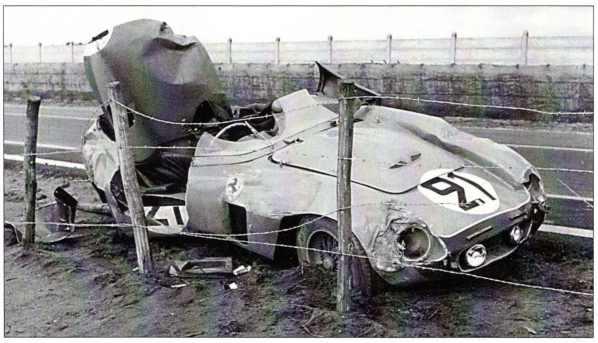

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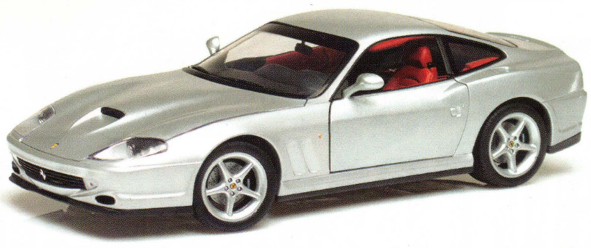

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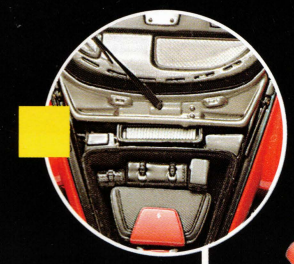

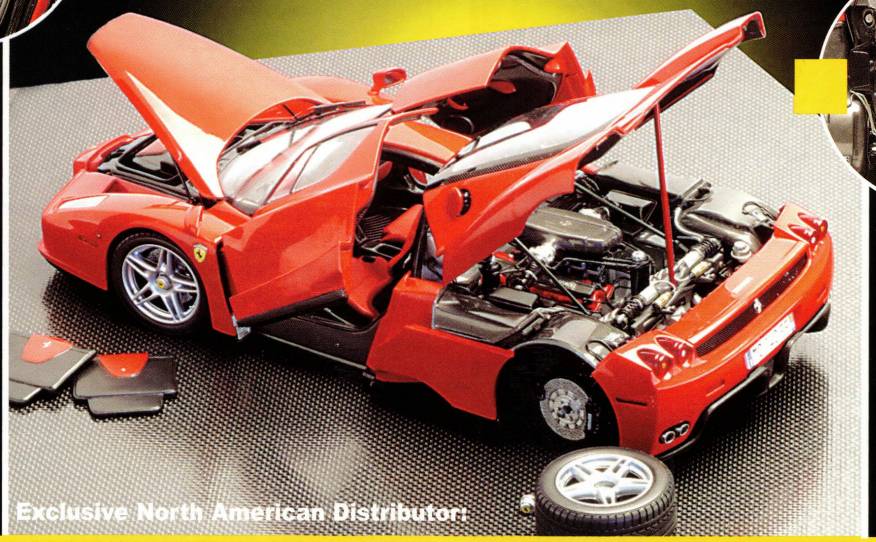

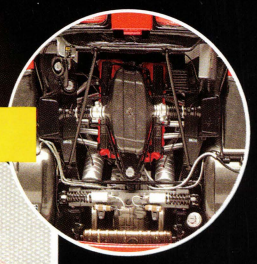

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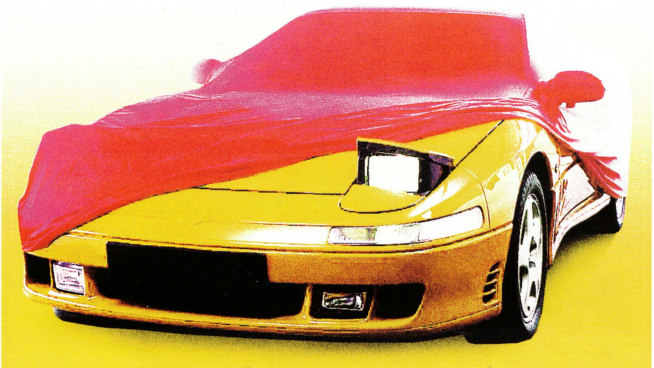

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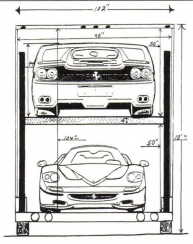

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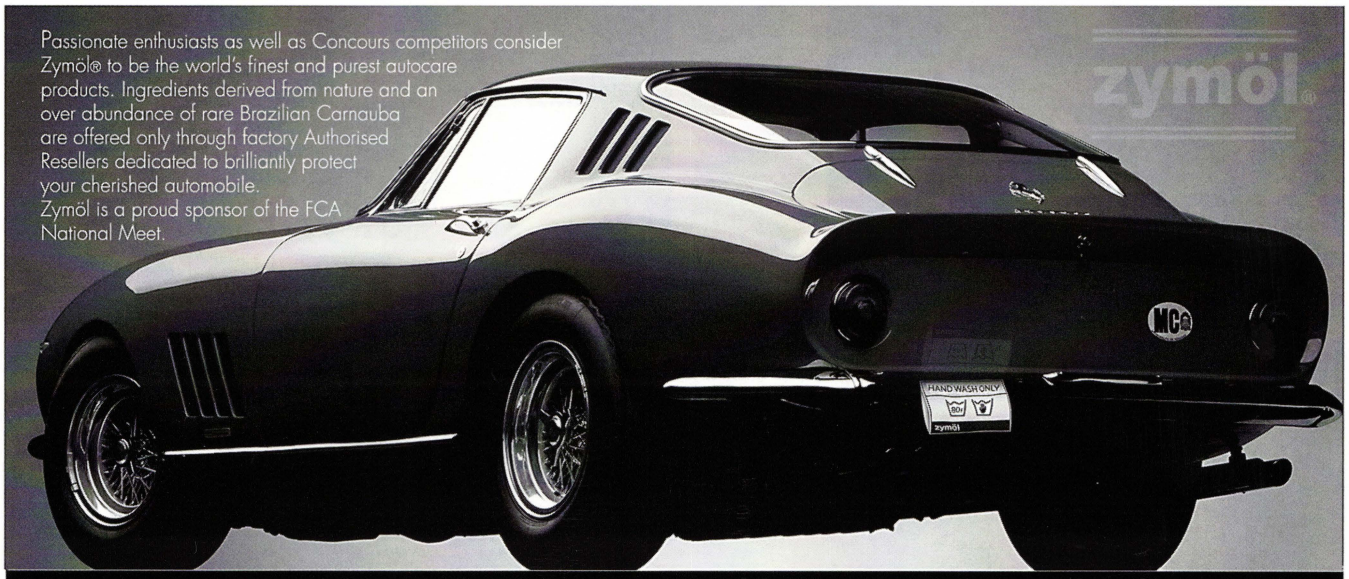

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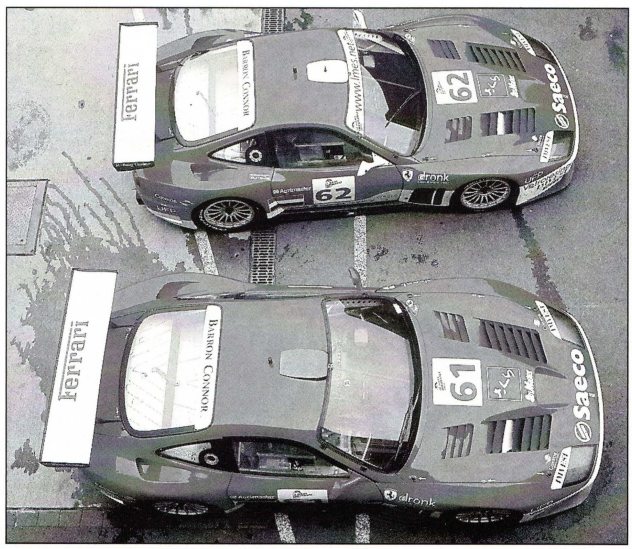

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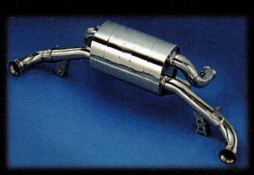

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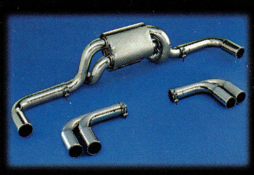

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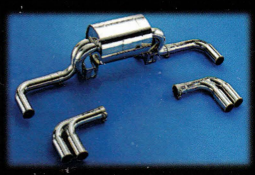

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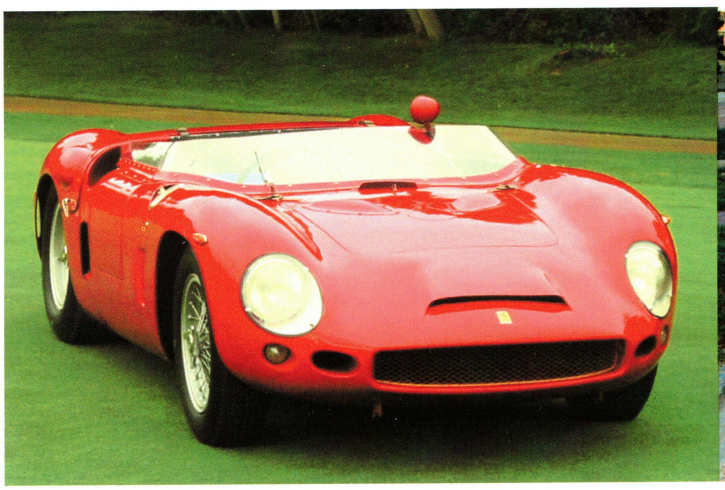

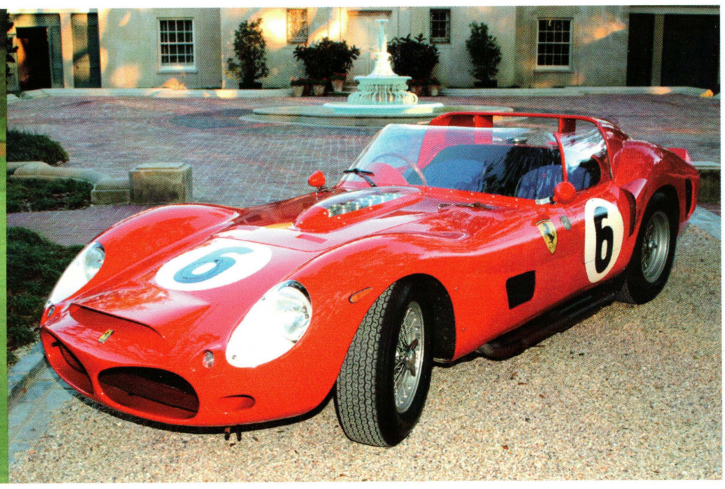

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